VOL. CCXLI. No. 3126
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APRIL 30, 1960

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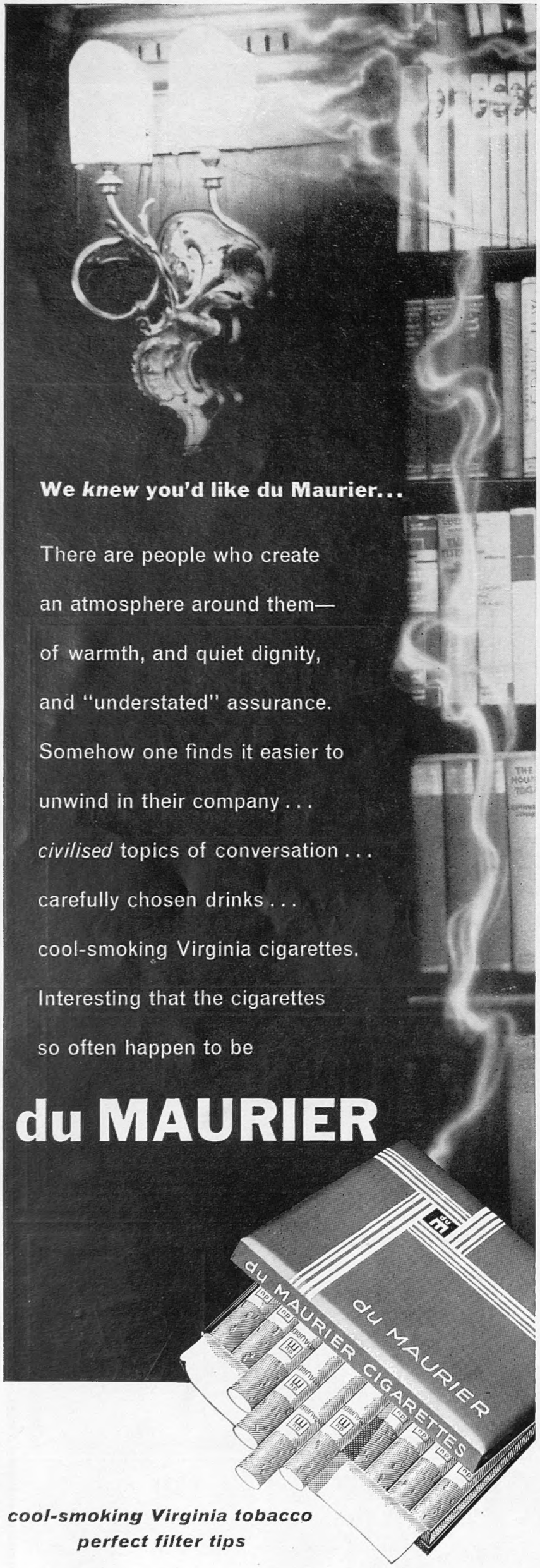
PRICE 2/6



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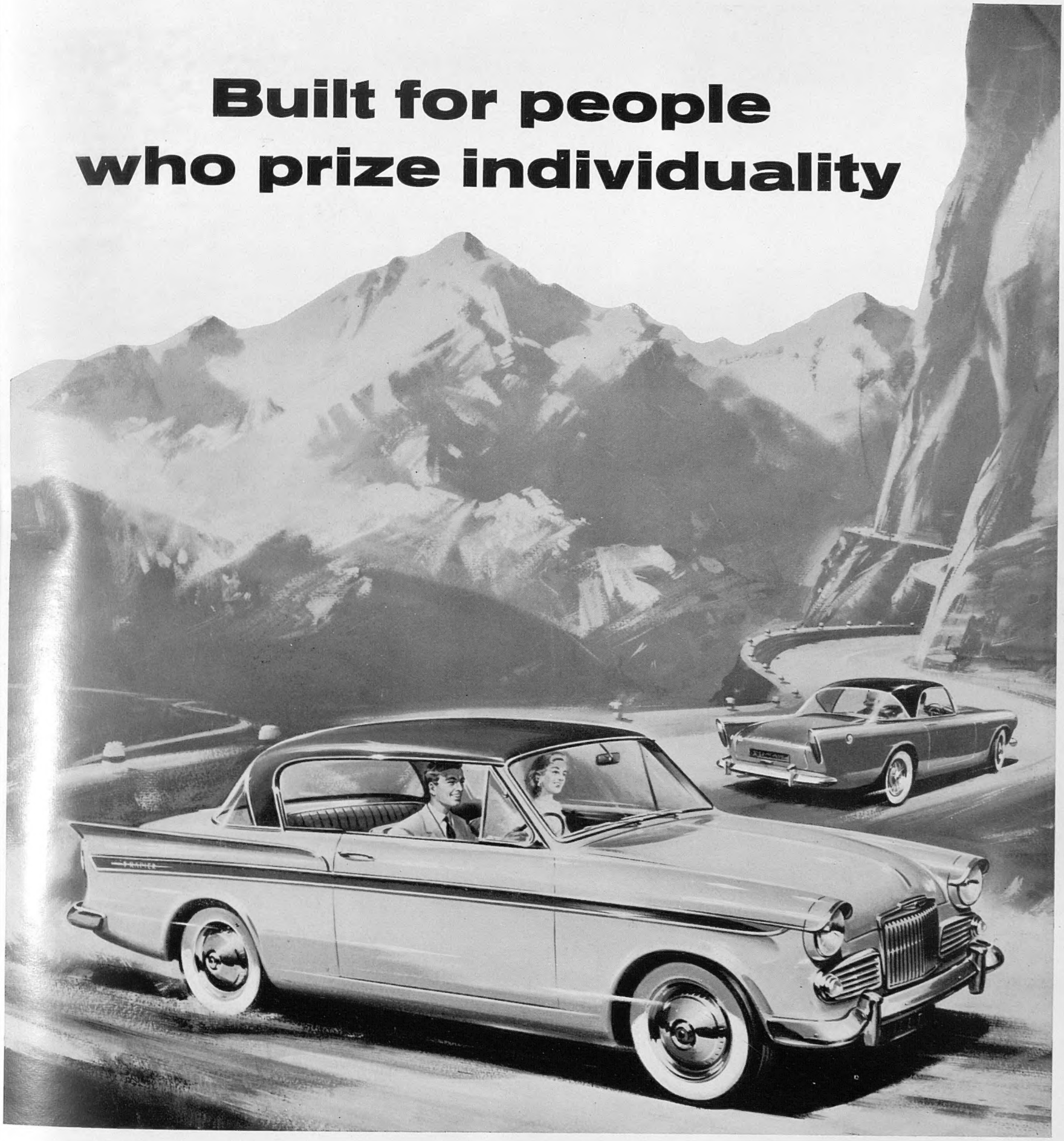

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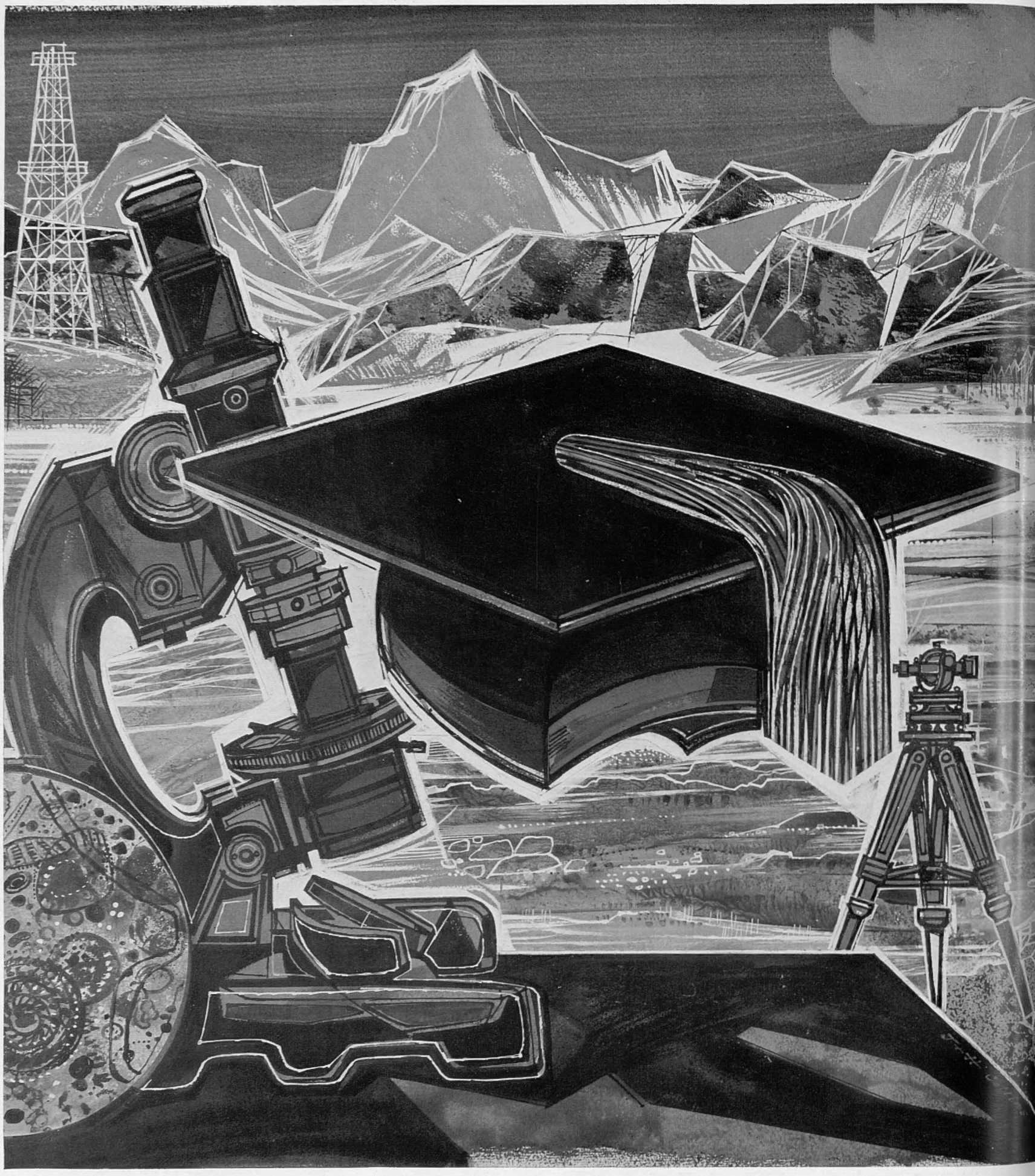

Mortar boards, a shortage of

BRAINS ARE ONE THING. Trained minds are another. Brains abound, but industry has a responsibility for providing facilities to train them.

This is why The British Petroleum Company has evolved a farsighted training scheme. The Company has each year, both in Britain and overseas, some 2,000 salaried young men in undergraduate courses at universities or in student or craft apprenticeships at technical colleges or in its own training centres and workshops.

In addition to its extensive training activities in this country, BP is at the moment training apprentices in Aden and West Africa, plant operators in Canada, marketing specialists in Australia; to quote but four examples of a worldwide operation.

BP thinks it particularly important to train today the minds of tomorrow's team. BP believes in 'hats off to tomorrow'.

BP BRITISH PETROLEUM

Volume CCXLI No. 3126

The SPHERE, London, April 30, 1960

The SPHERE

with which is incorporated THE GRAPHIC

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THE ROYAL FAMILY AT BADMINTON—THEY SPEND THREE DAYS WATCHING THE BRITISH HORSE SOCIETY'S TRIALS IN GLOUCESTERSHIRE: Standing with their host, the Duke of Beaufort, are the Queen, the Queen Mother, Princess Margaret, Princess Anne and Mr. Antony Armstrong-Jones. The Prince of Wales was also present. The Duke of Edinburgh, who was fulfilling other engagements, visited Badminton on the Queen's birthday. Prizes at the trials were presented by the Queen Mother.

The Royal visit to the annual three-day event in the grounds of Badminton House is one of the Royal Family's private engagements. They are the guests of the Duke and Duchess of Beaufort and on each of the three days follow the events from several vantage points, one of the most prominent being the farm-cart which is converted into a Royal grandstand. This year the Queen and her family were joined by Mr. Antony Armstrong-Jones, who recorded some of the jumps with his camera. On the last day the Queen had a chill and had to remain indoors during the final events. Earlier, the Royal children had spent some time riding in a jet-driven speedboat on the lake in front of the house. In the final phase of the three-day trials, Australian horsemen, who are in training for the Olympic Games, gained an outstanding victory in the Great Badminton Championship. Three of them were in the first four, the first place being taken by W. Roycroft on Our Solo. Miss Anneli Drummond-Hay on Perhaps, who was leading in the Championship on the first and second days, finished in third place. (Pictures of the jumping events at the Badminton trials are on pages 154-155.)

Postage: Inland, 4d.; Canada, 1½d.; Elsewhere Abroad, 4½d.

THE BOARD OF ADMIRALTY: At a board meeting of the Lords Commissioners of the Admiralty in Whitehall, in London, are, from left to right, Mr. C. I. Orr-Ewing, M.P., Civil Lord; Vice-Admiral L. G. Durlacher, Deputy Chief of Naval Staff and Fifth Sea Lord; Admiral Sir Walter Couchman, Vice-Chief of the Naval Staff; Admiral Sir Charles Lambe, First Sea Lord and Chief of Naval Staff; Sir Clifford Jarrett, Deputy Secretary and Secretary of the Board; Lord Carrington, First Lord; Sir John Lang, Permanent Secretary; Vice-Admiral Sir St. J. Tyrwhitt, Second Sea Lord and Chief of Naval Personnel; Admiral Sir Peter Reid, Third Sea Lord and Controller; Vice-Admiral N. A. Copeman, Fourth Sea Lord and Deputy Controller.

PREPARING FOR THE HONEYMOON: Dockyard painters are Plymouth. She is being repainted in time for with white upperworks, and buff funnels and mast

A London Newslette

13-15, JOHN ADAM STREET, W.

Blue Streak—Mr. Watkinson needed all his courage to make the announcement of the Government's abandonment of the Blue Streak fixed-base missile as a means of defence. No man with a yellow streak could have faced the inevitable music. Since he succeeded Mr. Sandys, it was an open secret that Blue Streak was outmoded, a useless weapon for defence, a terrific weapon in the hands of the Opposition. When the dreaded moment came for him to announce the decision, Mr. Sandys was out of the country on urgent business and the Premier not in the House. Left naked to his enemies, Mr. Watkinson perhaps chose his phrases unwisely. Following so closely on the Budget he might have realised that " honest pipe-smokers " would be outraged to be told that this fearful waste of their money (£100,000,000) was only a trifle and that the decision has saved us about £600,000,000. He offered us little comfort in his hint that something might be saved from the wreck by using the device for launching satellites into space. Most of us would probably be more comforted by a broad hint that the Government intended to abandon the feeble attempt independently to perfect the nuclear deterrent, which anyway has a life of months not years, and is a hobby for only the two rich nations on earth; and that, cutting our coat to our cloth, space adventure also, is really beyond our means. Such a hint would at least have embarrassed the Opposition and delighted a majority of the nation, but Mr. Watkinson was unable to offer it. Instead, he left us and our potential enemies the clear impression that for two or three years at least, *we* are left naked to our enemies and must squander, after that period, millions yet inestimable to buy from America containers, probably antiques, to be filled from home factories, still unplanned. The Opposition motion was due to be debated this week, The Premier and Mr. Sandys were expected to be present to face the music, and Mr. Sandys had already promised to put a much better face on the Blue Streak " scandal." It would be something if the debate extracted a promise that, henceforth and always, the House would have an opportunity to decide in advance for the nation at large whether astronomical and experimental expenditure on defence or other projects was justified in our present state and in present scientific uncertainties. The only path to world peace and sanity is the steep road over the Summit.

If 'T'were Dunne—It has often struck me as unfortunate that in the vital matter of dealing with crime and delinquency so little attention is paid to the views of judges and magistrates with daily experience of criminal tendencies and of criminals at closest quarters in a palace of truth, not of theory. In most other fields of social and political life, it is the day of the experts. Outside experts are for ever being called in to advise those paid and appointed to do a job how to run their businesses. But the views of the chief experts in crime and delinquency are voices in the wilderness. Sir Laurence Dunne, retiring Chief Metropolitan Magistrate, summed up his conclusions after decades of experience (as, indeed, did Lord Goddard). I should have thought that what such experts had to say would receive more respect at the Home Office. Greed and the desire for " money for nothing," he concluded, are a prime cause of delinquency. They are indeed the disease of the age. He did not condemn the Welfare State, but he thought that that fine accomplishment had weakened personal responsibility and dignity. The growth of crime had no single cause. The loosening of parental discipline was certainly one cause. A father was no longer concerned to train up a child to support him in his old age. The State now did that. The rapid and spectacular rise in young people's earnings turned them into Oliver Twists of acquisition. The first effect of squandering money on education has been to create an intellectual class of criminals, who have studied crime methods with acquired technological skills. Many of them will go to any lengths to get what they want. Corporal punishment in limited cases is a deterrent not to be thrown away, but much more effective would be the shortening of the odds against detection and punishment. That would imply a far larger, more expensive and effective police force. Practically all bank and similar robberies are carried out with stolen cars and all parked cars should be immobilised. Prison sentences are heavier than they were, but the risk of receiving them is infinitely less. The best result of the Street Offences Act has been that it has made it more difficult for the young prostitute to get established. Unlicensed clubs and cafés should be next on the list for the attention of the Home Office.

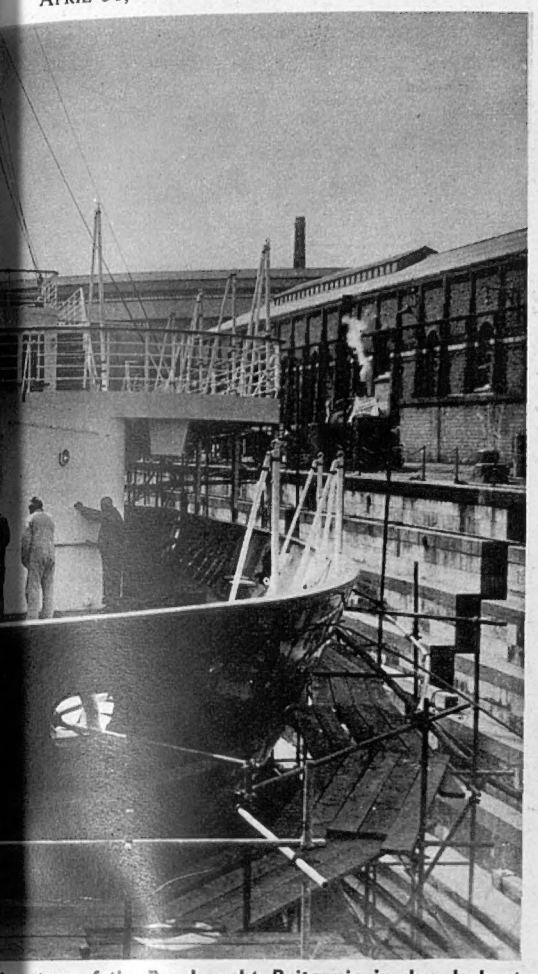
Cost and Risks of Appeal—It is difficult not to sympathise with litigants who feel compelled by a sense of justice to carry their cases to final arbitrament. Whether appearing in person or by counsel or both, an individual litigant may well face ruin if the ultimate decision is adverse. Take the case of an individual litigant suing a firm or institution. If the Court of first instance gives a verdict adverse to the individual and the Court of Appeal reverses that decision, an institution or firm (usually insured against lawsuit risks) is not deterred from taking the case (which in the first trial went in their favour) to the House of Lords. A preliminary fee of £700 is no great deterrent to a firm and the employment of the most expensive counsel is common form. If the House of Lords reinstates the original decision in the firm's or institution's f the defeated litigant may very well be ruined decision on costs, being charged with the full costs sides; compelled to pay for what in effect is pro error of interpretation, perhaps unanimous, by senior judges of the Appeal Court. Certainly it seem on an individual litigant with a sincere belief in the of his cause, to plead for justice at the risk of tota more especially if encouraged to do so by a judg jury of the High Court or encouraged to do so by of senior judges in the Appeal Court. This insta justice tipping the scales with bullion, does seem t matter for the next Law Reform Bill. Judges o instance and of Appeal are chosen for their wisdo advanced as their wisdom increases. Perhaps they be financially insured against their own errors. It hard that poor litigants should be ruined in paying for

ROYAL WEDDING NUMBER.

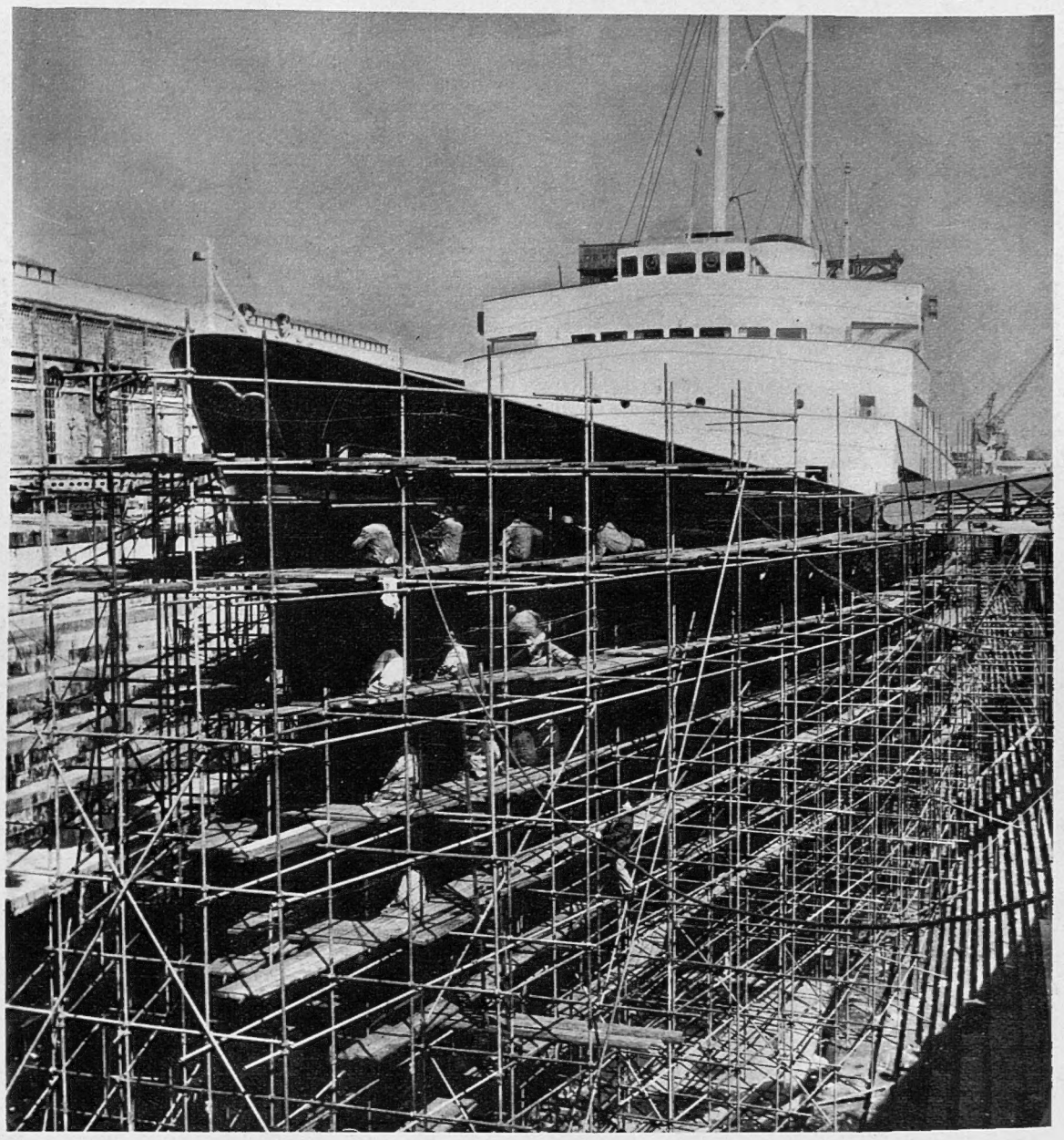
We suggest that you make sure of your copy of the double number to be published on May 14 *by ordering now from your local branch of W. H. Smith and Son, Wyman's, or any newsagent—price* 4*s.*

" Solvitur Ambulando "—I could not po take less interest in the foot-slogging of Dr. Barbara M across those United States. A fashion which started stunt long since became a bore. The nuclear marche another story. What at first seemed to be a stun become interesting, and it is impossible not to wat development. Such gestures, no doubt, depend for appeal and success on the weather, as does cricket the Easter march many fell by the way, but I should pose that was due less to the hot sun than to the cold Certainly the marchers increase and the laughter crowds is turning to respect and approval. I beg think that these visual and practical gestures have effect on public opinion than written or spoken w None can doubt the sincerity of the marchers wh give up their first holiday of the year in spring f comfort and fatigue on a very ugly highway, not prize of money or public applause, but for a deep belief. I should be surprised to learn that this nuclear marching campaign has not recruited thousands of people, too self-conscious or lazy to part, into at least a willingness to confess openly opinions on the nuclear issue and to come off the And no doubt the appeal of the marches has principally to young people.

Light's Abode, Celestial Salem—S Major Salem left the London Clinic last week, he adm that circumstances can alter cases. Not so long he declared that he hated Britain so much that he rather see his sick son die than be treated in B But when he himself fell ill, he came without embar ment to obtain the skill of English doctors, and wh left, fit and well, he was good enough to say that E doctors are among the best in the world. And m hates only a minority of Englishmen, *imprimis* Sir A



he stern of the Royal yacht *Britannia* in dry dock at garet's honeymoon voyage. The hull is now royal blue, a week less than usual for the yacht's annual repaint.



REPAINTING THE "BRITANNIA": A network of scaffolding surrounds the yacht during the busy period in the dry dock at Plymouth. It took forty-three men four days to erect the scaffolding, which provides eight tiers of staging for the painters at the bow and six amidships. This enabled 30 painters to apply a complete coat to the ship's side in a day.

len and all who supported and support him. Perhaps are not now worth violent hatred, because we ve lost 90 per cent. of our influence in the Middle East pursuing out-of-date policies, he told us. And now ajor Salem has returned to Cairo to rest, and for a time ll give up dancing. We, on our part, must be grateful this distinguished visitor for the equivalent of "your lice are wonderful," bestowed as a gratuity on us by nericans who dislike our licensing laws. At least the dical profession will glow with pride and the whole itish nation (except Sir Anthony and Co.) must feel a le more comfortable and confident.

Taxing the Fat Men—I would not call yself a betting man. Apart from a few half-crowns own away at point-to-points, I have made only two ts on race courses in my life. I backed Ginistrelli's gnorinetta at 50 to 1 for the Derby and Lord Airlie's d Colonel Green's Master Robert at 33 to 1 for the ational. Why these happy experiences did not lead me become a persistent backer of horses, I do not know. ey ought to lead me to the conclusion that it is cruel ask the poor fat men to contribute something to the rt they live on. But of course when one wins on an tsider, "the favourite's beat" and the fat men smile d pay out cheerfully. So it seems reasonable enough to the bookies to contribute a small percentage of their ns to the improvement of breeding and race stands, d I think most of the fraternity agree that it is fair. hat a pity it is that people do not, and cannot, bet on cket. That other typical British sport has few backers the money, and badly needs them. Cricket depends on its power to please a limited public and on the sun, and the more it is publicised, the more it loses its power to please. For publicity turns cricket into gamesmanship and slows it down. And when two inches of rain fall for seven runs, it 's not what I call fun and games. All the more reason why people who live in Hampshire—the cradle of cricket—should support a county side which has tried to preserve the spirit of the old game despite all odds. But they do not. All the same, I 'd rather sit in a pavilion hoping that the rain will stop than endure those tiring half-hours between races at Epsom or Aintree.

"Voces Populi"—Lord Teviot will return in the Lords on May 12, to the charge of greater supervision over B.B.C. discussion programmes. He will have reached the mature age of eighty-six and, besides expressing his own clear individual views, he will, I suppose, to some extent be voicing the opinions of many surviving Victorians, who have memories of Victorian discipline in childhood. Take (he means to take) *Panorama* on TV. The smooth and polished Mr. Dimbleby himself could shock no Victorian drawing-room. Some of his subjects would certainly have done so, and I think some of the charges of hypocrisy and stuffiness in those comfortable and cold old Victorian drawing-rooms have been exaggerated. There is still a use for cupboards even in the modern "lounge." More to the point, it is arguable that a public service like television should maintain a more judicial political balance and reveal as little as possible any political bias on contentious problems of the day; above all, do nothing positive to whip up hatred or prejudice among extremists pro or con. I think many surviving Victorians often deplore that free use of the "mike" to obtain the views of men, women and juveniles in the streets. Such views are extempore and ill-expressed. *Vox populi*, inspired by a moment of personal publicity, is not very convincing and it is a pain in the neck, audible or inaudible in raucous staccato, to educated listeners. And it can be highly mischievous. Since TV is a universal medium, it must acerbate controversy, stir up new hates between nation and nation, employers and employed, when it encourages nasty and ill-considered and one-sided views as a useful contribution to a difficult and abstruse problem. Less than ever to-day is *vox populi vox dei*.

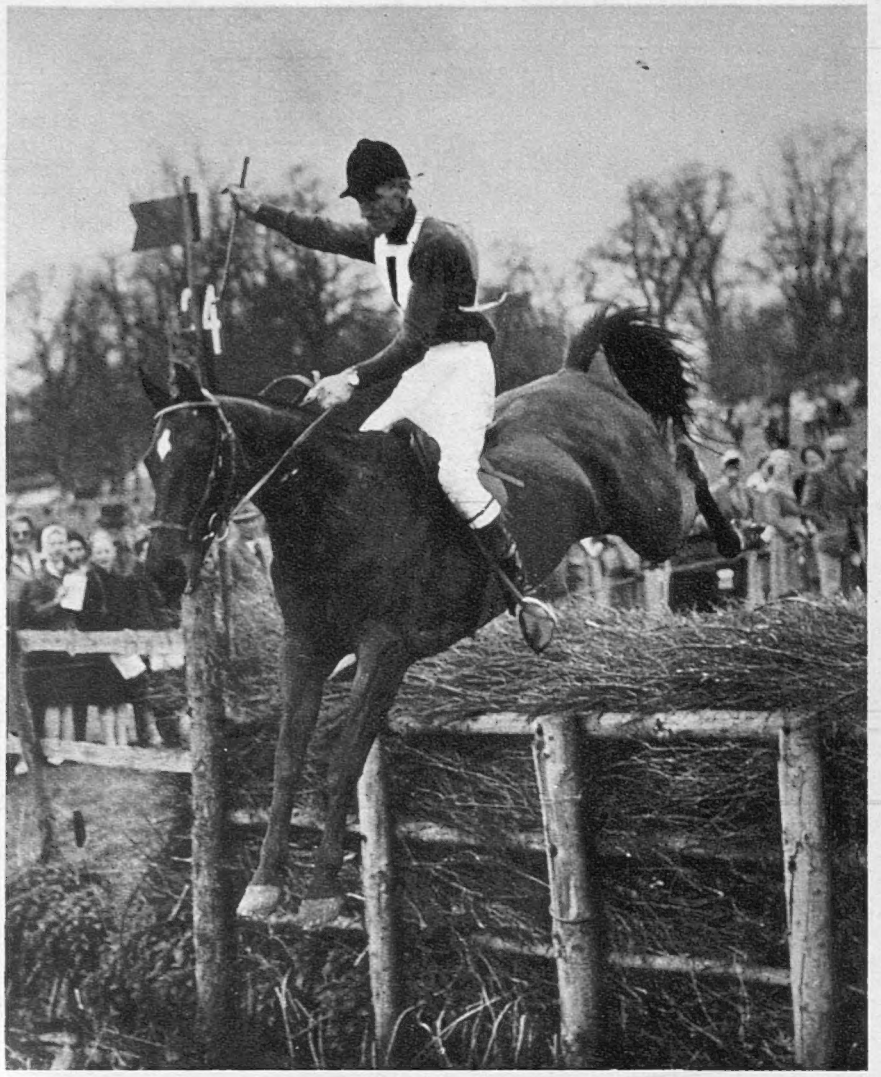
"Wage Slaves"—I was glad to read that the President, at the Co-op. Conference at Llandudno, let in some fresh air on Labour Party thinking. He felt that, if Labour hoped soon to rule again, no useful purpose would be served by continuing to hang on the wall and reproduce that dusty "old master," the down-trodden "wage slave, sweating under the shackles of capitalism." I doubt if the picture impresses even the £10 a week wage slave to-day. Certainly it must afford Coventry a loud laugh. Mr. Peddie's views on Clause 4 were, however, in sharp contrast with those of another Association President, the Engineering and Shipbuiding Draughtsmen, at Llandudno. Mr. Peddie believed no sane Socialist to-day could subscribe to complete State ownership. Mr. Elliott did not favour the watering-down for election purposes of that controversial clause. Thus Llandudno reproduced in microcosm the healthy and free exchange of views and differences which a truly democratic party encourages. Well, there's plenty of time still for anxious reappraisement, but I think we shall probably hear less of the down-trodden wage slave from the tub-thumpers.

Village Slum Clearance—The prices some people will pay for half-condemned "labourers' cottages" in village streets grow ever more remarkable. I suppose there are fashionable and unfashionable counties for this traffic. Take the little village, so uncomfortably centred at four crossroads, Auburn, in west subtopia. One by one, the cottages in its single, 100-yard-long street fell to the point of condemnation and were abandoned by the farm-workers. One by one, they were bought up for a song by a local speculator, who turned on the local builder to open up windows, install a bathroom, raise a ceiling or two, replace a few rotten floorboards and generally brighten the place up with a lick of paint of a cheerful colour inside and out. Though the lorries roar by, darkening the new windows and smashing the new door kerbs, all day long, the village street began once more to look attractive. Take No. 6. It looked bright as a new pin, its tiny back garden converted into a garage. It was gobbled up by a week-ender from London. He paid £5,000 for it, only to find that the local builder had "re-created" on advanced dry-rot, a discovery which added £800 to the purchase price. And now the picturesque old slum street is Quality Street. The rustics have moved into the new council house colony. The gents from town enjoy their week-ends in comparative rural peace. Still they pay pretty high for their country seats, and, as far as I can judge, the original speculator comes off best.

THE OLD STAGER

NEXT WEEK'S "SPHERE"

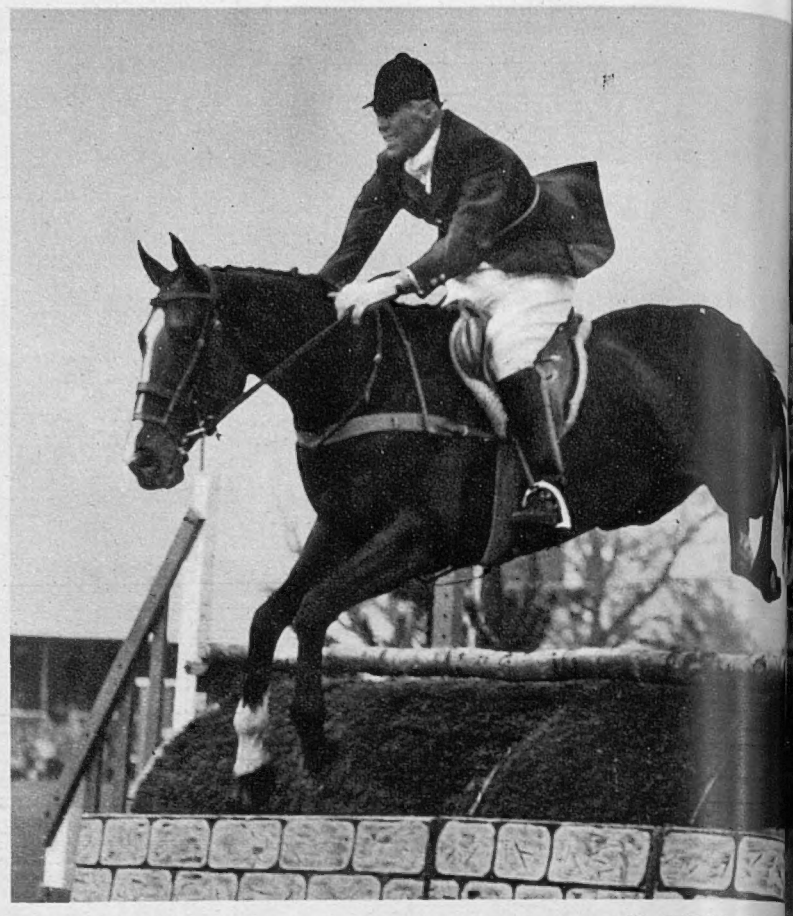
om the issue of ay 7, there will be siderable develop- nt of certain pects of THE HERE. *The "Pro- ss in Industry" tion will be en- ged and an en- ly new feature l be "The Voice the Common- alth," in which mmonwealth ntries give their n views on local l world affairs. Several other new tures will be in- duced. The front er, which is re- duced here, and layout have been styled. All our well established regular features are retained. A ndon Newsletter by The Old Stager; Foreign Affairs by n Connell; the Country by Brian Vesey-Fitzgerald; Books; vel; Motoring; and full pictorial coverage of world news.*



JUMPING TO FIRST PLACE IN THE GREAT BADMINTON CHAMPIONSHIP: Mr. W. Roycroft and Our Solo take a jump in the cross-country event during the Three-Day Horse Trials at Badminton. They finished in first place with 33·27 bonus points. Our Solo is owned by the Equestrian Federation of Australia, and, with Mr. Roycroft, will probably go to Rome for the Equestrian events in the Olympic Games.

JUMPING AT BADMINTON

Some of the Prize Winners and Competitors in The International Three-Day Event



IN SECOND PLACE: Days (another hor Australia), ridden L. R. Morgan, second in the Gru minton Champi with 29·67 bonus

Below—

AT THE SEVENTEENTH JUMP: Mrs. W. G. Henson, on Dark Elegance, is watched by the huge crowd as she encounters the jump during the second day.

On left—

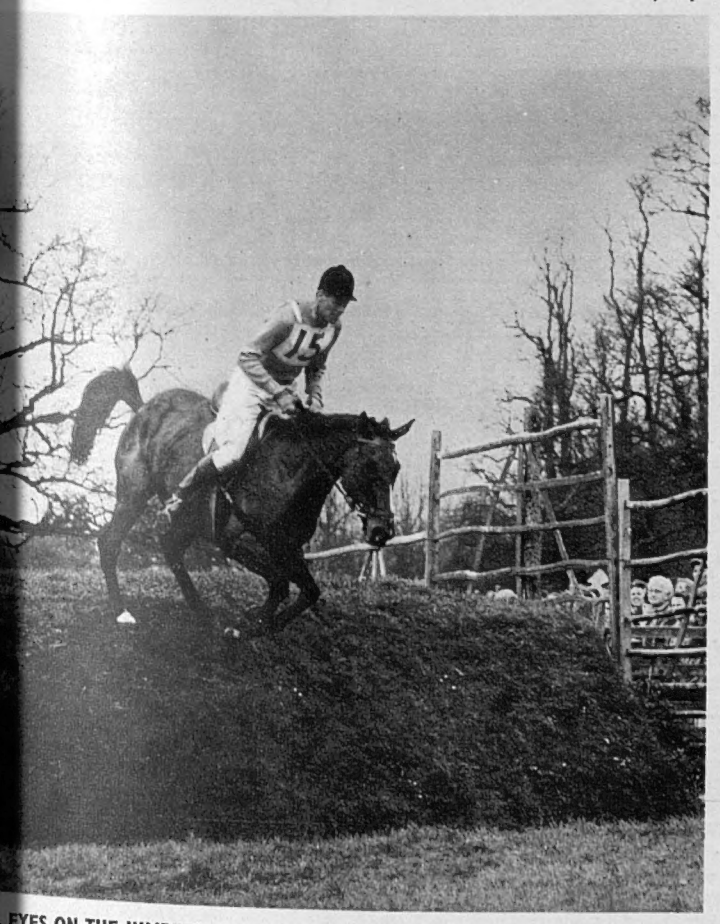
ONE OF BRITAIN'S O HOPES: Mrs. Dav ford (the forme Palethorpe) take in the Olympic event at the hors

ON THE CROSS-COUNTRY COURSE: Captain N. Arthur and Blue Jeans are at the last fence. They finished fifth in the championship with 11·2 bonus points. This year there were about 50,000 people present on the day of the cross-country event.

On left—

THROUGH THE BADMINTON PARKLAND: Captain H. Freeman Jackson rides St. Finbarr at the 22nd jump.

OVER THE FENCE: Miss Jane Stevens is on Athleague as they negotiate the nineteenth jump during the 17-mile-long cross-country course. There is a variety of fences and obstacles along the course, some of the obstacles being known as the coffin, the quarry, the scissors and the vicarage ditch.

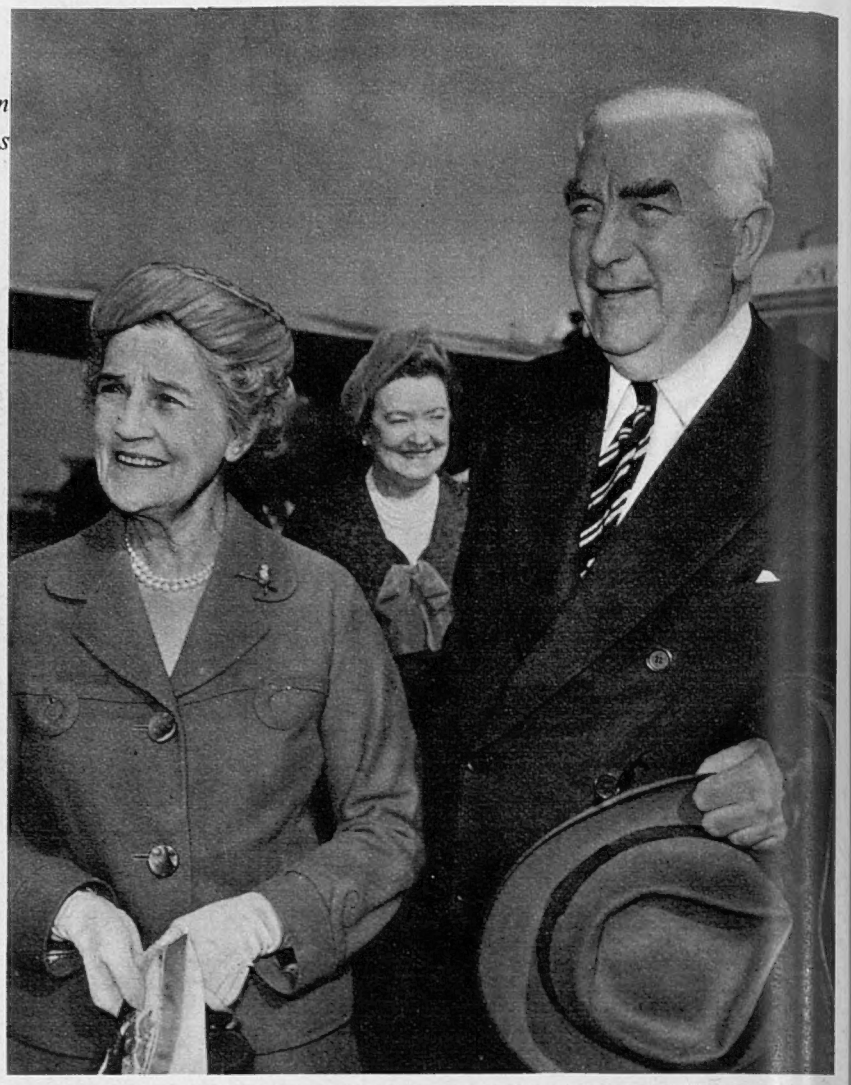


EYES ON THE JUMPERS: *Left*—Major E. A. Boylan is on Corrigneagh at the 23rd jump, and *right*, Miss C. Ross Taylor takes King Midas over a fallen tree-trunk which forms the 15th jump. As well as the cross-country course the trials included dressage, steeplechase, show-jumping and the training practices for those who may represent Britain at the Olympic Games. During jumping practice Miss Pat Smythe, who has been selected to train for the British team, fell from her mount Flanagan. She was later taken home by ambulance.

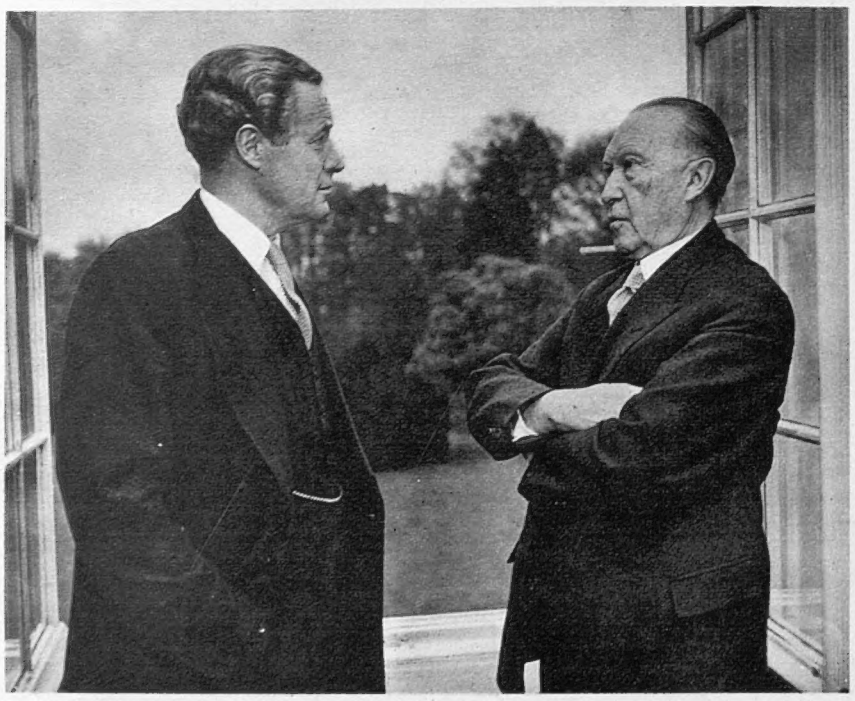
DIPLOMATIC MEETINGS

General de Gaulle and President Eisenhower; Mr. Menzies Arrives in London; Mr. Sandys and Dr. Adenauer; and the Sino–Indian Talks

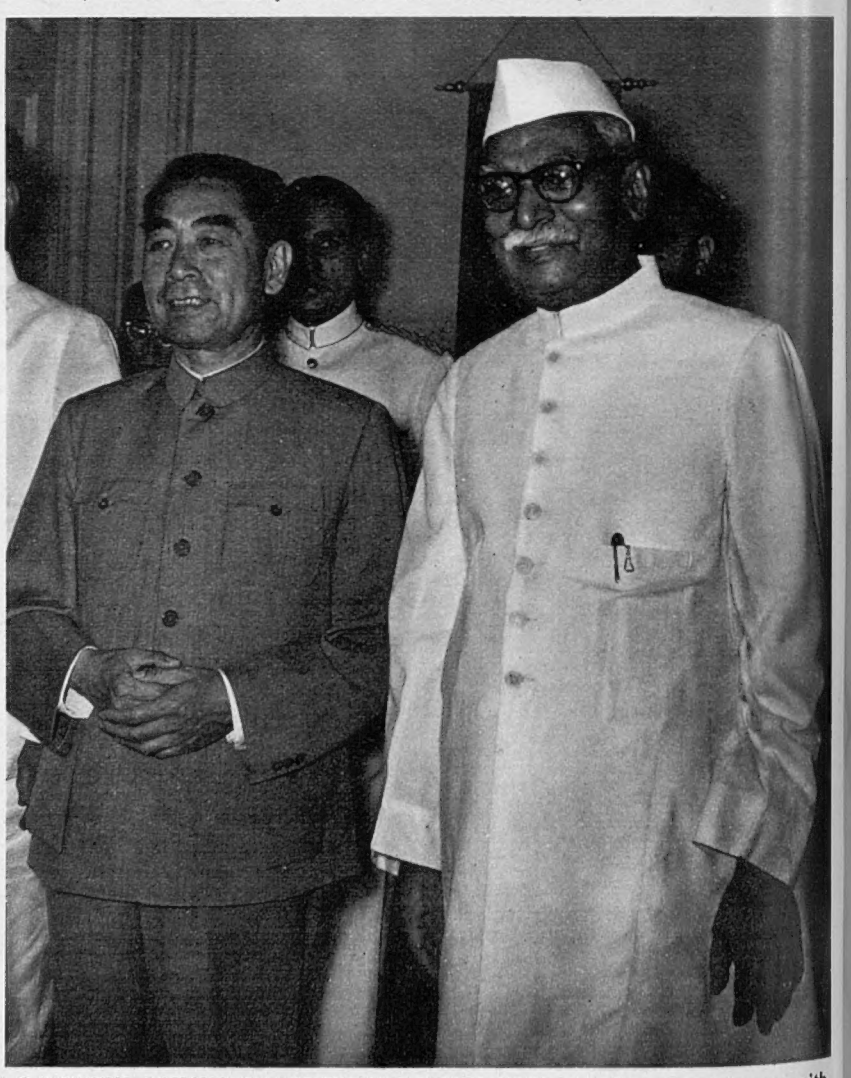
GENERAL DE GAULLE IN THE UNITED STATES: On the French President's arrival in Washington, he is welcomed by President Eisenhower at the airport. Immediately behind Mr. Eisenhower is Mr. Herter. There was an unusually large crowd at the airport and about 200,000 people lined the route into the capital. General de Gaulle's discussions with President Eisenhower were the last round of individual meetings between Western leaders before the Summit Conference. They had an additional importance in that General de Gaulle had been the last of the Western leaders to confer with Mr. Khrushchev. Private talks between Mr. Eisenhower and the French President on current world problems took place at Camp David.



MR. MENZIES IN LONDON FOR THE COMMONWEALTH PRIME MINISTERS' CONFERENCE: Accompanied by his wife, Dame Pattie Menzies, the Australian Prime Minister leaves the airport. He said that he hoped that the South African situation would not be discussed formally at the Conference, but he would like private or semi-private discussions with the South African representatives in order to become better informed on the present situation. Unless there are late changes to the agenda of the Conference, which opens on May 3, there will be two plenary sessions on the first day, and a third on the morning of May 4 to discuss the international situation. Other plenary sessions will cover disarmament and a nuclear test ban, and the economic position and constitutional developments in the Commonwealth.



MR. DUNCAN SANDYS IN WESTERN GERMANY: The Minister of Aviation talks to Dr. Adenauer on the terrace of the Chancellery in Bonn. Before he arrived back in London for the debate in the Commons on the collapse of the Blue Streak ballistic missile programme on Wednesday, Mr. Sandys declined to say what projects he had discussed. He denied reports that he had had talks on the possible participation by West Germany in an Anglo-French project to build a supersonic airliner. According to another suggestion, Mr. Sandys discussed with the German Defence Minister, Herr Strauss, the possibility of joint co-operation in producing an enlarged version of Britain's vertical take-off and landing aircraft for military use.



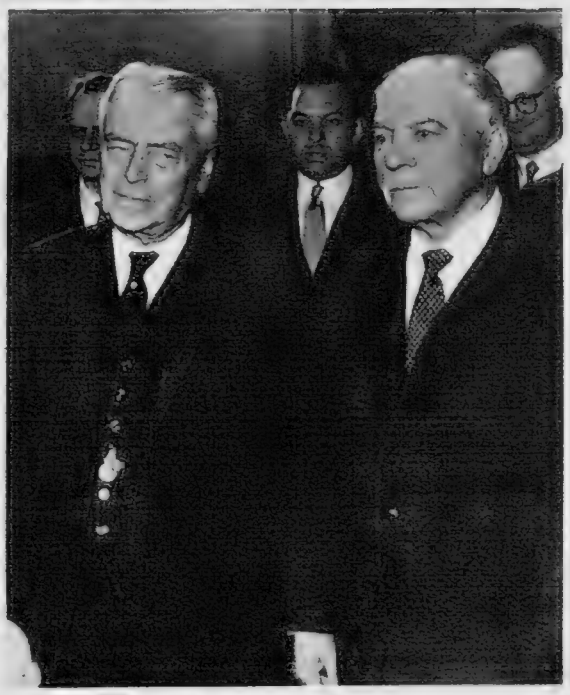
A CEREMONIAL OCCASION DURING THE SINO-INDIAN TALKS: Mr. Chou En-lai is seen with President Prasad of India, in Delhi. The Chinese Prime Minister spent one of his six days in India on formal calls and other ceremonial occasions. For most of the rest of his time he and his delegation were engaged in talks with Mr. Nehru and his advisers. Some surprise was caused by the prominent part which Mr. Menon, the Indian Defence Minister, was apparently taking in the discussions. The Sino-Indian talks on the frontier dispute and related matters were due to end early this week. Most observers believed little, if any, progress had been made towards a solution of these problems. (See "World Affairs," page 161.)

THE NEWS IN PICTURES

REFUGEES FROM EAST GERMANY: Men and women crowd outside one of the entrances to the Marienwerde Refugee Camp in West Berlin. During the four days of Easter a total of 4,[illegible] people who had crossed the border from East Germany registered with the camp authorities. The daily average of refugees at Marienwerde for the month of March was 316. The increase in their number at Easter was attributed to the agricultural policy of the East German regime.

On right—

MR. MINTOFF MEETS GENERAL GRIVAS: The former Prime Minister of Malta (left) talks with the former EOKA leader at the latter's office in Athens. Mr. Mintoff resigned office two years ago in protest against Britain's new policy for the dockyard. He was in Greece to seek help for an appeal by him to U.N.



SANCTUARY FROM COMMUNISM: A road at Marienwerde camp is thronged with some of the Easter crowd of refugees. The reception centre in West Berlin is the first objective for those escaping from the East German Republic or other Communist countries.

On left—

MR. NASH IN RUSSIA: The New Zealand Prime Minister (left) calls on President Voroshilov in Moscow. The most important engagement of Mr. Nash's six-day visit to the U.S.S.R. was his meeting with Mr. Khrushchev. On arrival in London from Moscow, he declared he was quite sure Mr. Khrushchev wanted disarmament. From London the New Zealand Premier was to fly to Italy for a brief stay before returning for the Conference of the Commonwealth Prime Ministers.

OPPOSITION LEADERS DISCUSS THEIR ROLE: Mr. Adlai Stevenson and Mr. Gaitskell take part in a panel discussion at the annual convention of the Society of American Newspaper Editors in Washington. Mr. Lester Pearson, Leader of the Canadian Liberal Party and former Canadian Minister of External Affairs, was the third participant. They all agreed on the need for a strong critical opposition in a democratic system but, perhaps not surprisingly, thought that their own parties in their respective countries had been out of office too long. On his return to London Mr. Gaitskell soon left again, flying to Haifa to attend the Council of the Socialist International. Before leaving he said he thought South Africa's racial policies should be discussed by the Commonwealth Premiers.

THE UNITED STATES ARMY ASSISTS IN FIGHTING A BLAZE IN WEST BERLIN: A mobile crane spreads out smouldering coal so that water can be hosed on to it in a yard in the Schöneberg district. A number of vast piles of coal, totalling several thousand tons, had caught fire. When they continued to smoulder dangerously the American military authorities offered the crane and other help to the 200 firemen from the West Berlin brigades engaged in fighting the fire.

THE NEWS IN PICTURES

THE SON OF PRINCE ALBERT OF LIEGE: In their apartments in the Belvedere Palace, in Brussels, are Prince Albert, the younger brother of the Belgian King, and his wife Princess Paola with their young son, Prince Philippe. The picture was one of the first to be released of the baby, about a week after his birth. At the christening, the baby's godparents were King Leopold, his grandfather, and Princess Louisa, his grandmother.

THE JAPANESE CROWN PRINCE AND HIS FAMILY: Prince Akihito is with his wife, Princess Michiko, and their young son, Prince Naruhito Hironomiya, in their home in Tokyo. The baby was born in February. His title Hironomiya means "Prince of Serenity," and the name Naruhito is taken from the Chinese characters which signify virtue, affection, omniscience, moral perfection and humanity, and are taken from the Confucian doctrine.

On right—

GOVERNMENTAL CRISIS IN ITALY: Signor Tambroni enters his car to drive to the Quirinale, in Rome. After a fortnight at the head of a Christian Democrat Government, Signor Tambroni tendered his resignation. He was forced to do this by his own party leaders when it became clear that he owed his majority to the support of the neo-Fascists. But President Gronchi rejected the resignation and invited him to seek, without delay, a vote of confidence from the Senate. The Governmental crisis has lasted over three months.

On left—

DR. HASTINGS BANDA BACK IN LONDON: The leader of the Nyasaland Congress arrives at London Airport on his return from his tour of the United States. Dr. Banda reached London before Easter, having been released from prison. He then declared that he would give no evidence before the Monckton Commission until all his supporters were released from detention in Nyasaland. On his return from the United States, he reiterated this statement.

THE BISHOP OF JOHANNESBURG IN LONDON: Dr. Ambrose Reeves (right) talks to Canon Collins at the latter's house near St. Paul's Cathedral. At a Press conference in Church House, Westminster, Dr. Reeves said that he had left his diocese because of the probability that he would be secretly arrested and detained. He moved to Mbabane, in Swaziland, to await clarification of the position from the South African Government. He received no reasonable assurance that he would be able to continue his work in the Church, and so went to Salisbury, in Rhodesia, via Lourenço Marques. Dr. Reeves is a strong and outspoken critic of the South African Government's racial policies. In the weeks before he left Johannesburg he had received anonymous telephone calls and letters threatening his life.

MR. TRUMAN'S DAUGHTER IN ENGLAND: Mrs. Clifton Daniel poses with her husband on board the liner *United States* on their arrival at Southampton. Formerly Margaret Truman, she is the only daughter of Mr. Harry Truman, the former President of the United States. Mr. and Mrs. Daniel, who are on a tour of Europe, left their two children in the U.S. with Mr. and Mrs. Truman.

THE NEWS IN PICTURES

DINNER FOR THE SOUTH AFRICAN CRICKET TEAM: From left to right at the Savoy Hotel in London are Sir Pelham Warner, former President of the M.C.C.; Mr. Graham Butts; Trevor Goddard, vice-captain of the South African team; and two members of the team, Peter Carlstein and A. H. McKinnon. The dinner was given by the South Africa Club. A number of those in the side, which is captained by D. J. McGlew, have visited England before.

PRACTISING AT LORDS: In front of the pavilion, D. J. McGlew, the South African captain, hits the ball towards a member of his side during fielding practice. Of the team, J. H. B. Waite, H. J. Tayfield, R. A. McLean, and the captain are in England for the third time; and N. A. T. Adcock, C. Duckworth, and T. L. Goddard for the second time. In the past the success of the side in the field has depended as likely as not on the bowling of Hugh Tayfield, who has emerged from retirement in order to take part in the tour.

ROYAL ACADEMY ACCEPT A PAINTING BY A BOY OF FIFTEEN: At his home in Richmond, Surrey, Paul Riley stands by one of his pictures. A sea scout, he returned home recently from a week-end camp, to learn that a seascape by him had been accepted by the Royal Academy for this year's summer exhibition. It was the first time he had submitted work to the R.A. Paul Riley's father, who is his son's art master at Raynes Park County Grammar School, had submitted work to the Academy as well, but this was rejected.

On left—

A PORTRAIT OF PRINCESS ALEXANDRA: The artist of the portrait, Miss Judy Cassab, an Australian painter, stands by her work, with palette in hand. From left, Sir Colin Anderson, a Director of the Orient Line, and Sir Austin Anderson, the Chairman of the Line, discuss the position in which the portrait will hang on board the new 40,000-ton Orient liner *Oriana*. The vessel was launched by Princess Alexandra last year.

THE KIDNAPPING OF A FRENCH CAR MAGNATE'S SON: At their home in Paris, Madame Colette Peugeot holds her four-year-old son Eric in her arms, after he had been found. Left, M. Roland Peugeot, the boy's father, holds his elder son, Jean-Philippe. Eric was kidnapped and ransomed for an undisclosed sum. *Left*—The entrance to the Passage Doisy, an arcade between two streets in Paris, was where M. Roland Peugeot was instructed to stand with the ransom money. According to reports, the sum paid was £35,000. After the money had been handed over, the boy was found in the early hours of the morning in a street near his home. He was cold but in good health. Apparently the ransom money was provided by Eric's grandfather, M. Jean-Pierre Peugeot, the chairman of the motor manufacturers of that name. A judicial inquiry opened in the Seine-et-Oise Department, in which the St. Cloud Golf Club is situated. The boy was playing in a sandpit at the club when he was kidnapped.

THE NEWS IN PICTURES

THE NEW KING OF MALAYA AND HIS DEPUTY: Standing on left in Kuala Lumpur is Sir Hisamuddin Alam Shah, Sultan of Selangor, the new Yang di-Pertuan Agong (or Supreme Head of State) of the Malayan Federation. Next to him, reading the oath of office, is the Rajah of Perlis, the new Timbalan Yang di-Pertuan Agong (or Deputy Supreme Head). The Sultan was elected by his fellow rulers in Malaya to succeed the first King of Malaya, Tuanku Sir Abdul Rahman, who died last month. When Sir Abdul Rahman was taken ill last year the Sultan, who was then Deputy Supreme Head, took his place for three months. He is aged sixty-two and became ruler of Selangor in 1938. He was deposed by the Japanese during their occupation of Malaya and reassumed his throne after the end of the war.

SIGNING THE OATH OF OFFICE: The Sultan of Selangor signs the book after he has been sworn-in as Supreme Head of State. His new office was created when Malaya became independent in 1958. The Yang di-Pertuan Agong is elected for a period of five years.

On right—

THE FAKIR OF IPI: The redoubtable opponent of Britain for many years on the North-West Frontier was reported last week to have died in the mountains on the Afghan-Pakistani border. Born about 1892, he became the imam of a mosque and began fomenting trouble against the British in North Waziristan in the early '30's. He headed a rising in 1936 which assumed such proportions that the British had heavily to reinforce their forces on the Frontier and undertake a long and costly campaign against him. After Pakistan was created in 1947 he continued to make trouble on the frontier.

THE PARAMOUNT CHIEF OF BASUTOLAND: Prince Bereng Seeiso waves his hat to acknowledge the cheers of the crowd at a gathering in the territory over which he is Paramount Chief. He was installed in office last month by Sir John Maud, the United Kingdom High Commissioner, at a vast tribal gathering in Maseru, the capital of the British Protectorate. The Prince, who is aged twenty-one, is a Roman Catholic, and was an undergraduate at Corpus Christi College, Oxford. He has discontinued his studies there, at least for the time being.

A NEW SPORTS CENTRE FOR COLOURED PEOPLE IN SOUTH AFRICA: Mr. Gorshel, the Mayor of Johannesburg, and Mr. Botha, the Deputy Minister of the Interior, watch a parade and a gymnastic display at the opening of a new stadium for coloured people at Newlands. *On right*—Onlookers press against a fence on the edge of the track at the stadium. The inauguration ceremony took place on April 18, the day on which the native leaders had called for a week's stay-at-home strike throughout South Africa. Large forces of police were on duty in the industrial areas, but after two or three days it appeared that the mass of Africans were ignoring the strike call and going to their places of work as usual.

World Affairs

Chou En-lai's Visit to Nehru

By JOHN CONNELL

THE bleak and inconclusive visit paid to Delhi last week by the Chinese Prime Minister, Mr. Chou En-lai, demonstrated, clearly and forcefully, the width of the present rift between China and India, and the depth of the feelings which Chinese actions along India's northern borders have aroused.

Absent were Delhi's now traditionally gay and boisterous welcoming crowds, both at the airport and along the roads into the city. Even the ceremonial garland draped around Mr. Chou's neck had a flabby, dispirited look. Mr. Nehru, speaking from a prepared text, uttered no silly, pointless platitudes, but observed as sternly as aptly: "Our relations have been imperilled in the present and the future and the very basis on which they stood has been shaken. . . . It is a hard task to go back and recover the feeling of good faith and friendship, and yet the future depends upon this. I earnestly trust that our efforts will be directed to undoing much that has happened, and thus recovering that climate of peace and friendship on which our relations ultimately depend."

There is no doubt that the Government of India has the backing of responsible public opinion throughout the Republic in its sincere and oft-expressed desire to recapture that "climate of peace and friendship" which subsisted between India and China until the Tibetan uprising of just over a year ago, and China's swiftly following acts of aggression on Indian soil and against Indian border police. But can there, in fact, be any going back? Can lost illusions be refashioned? Can there be a return to the forlorn and fanciful and completely one-sided love-affair in which India indulged towards China for close on a decade?

The Pekin Government for long appreciated having so respectable and so faithful an advocate with the West. But how heavily now does this advocacy weigh in the scales against the solid long-term strategic advantages which they have gained by their recent, calculated and ruthless acts of aggression? Is it not reasonable to assume that, in letting Mr. Chou go to Delhi, they were determined that his should not be (as *The Times* correspondent in the Indian capital shrewdly hinted) "a journey to Canossa;" that they were in a strong enough position to appear to be willing to make concessions without any risk of loss of face; and that they reached these conclusions on the assumption that, while a gullible and friendly India has lost much of the usefulness it once had, an angry and hostile, but militarily unprepared, India is no great danger to their present plans?

It would be easy to extract a good deal of grim satisfaction from the sight of Mr. Nehru, who has so often and with such obvious zest lectured the Western powers—Britain in particular—for their alleged political and diplomatic misdoings, in so sorry and complex a pickle. But such satisfaction is, I have come to believe, inexpedient as well as uncharitable. We cannot afford to gloat over India's misfortunes or dangers. Too much is at stake.

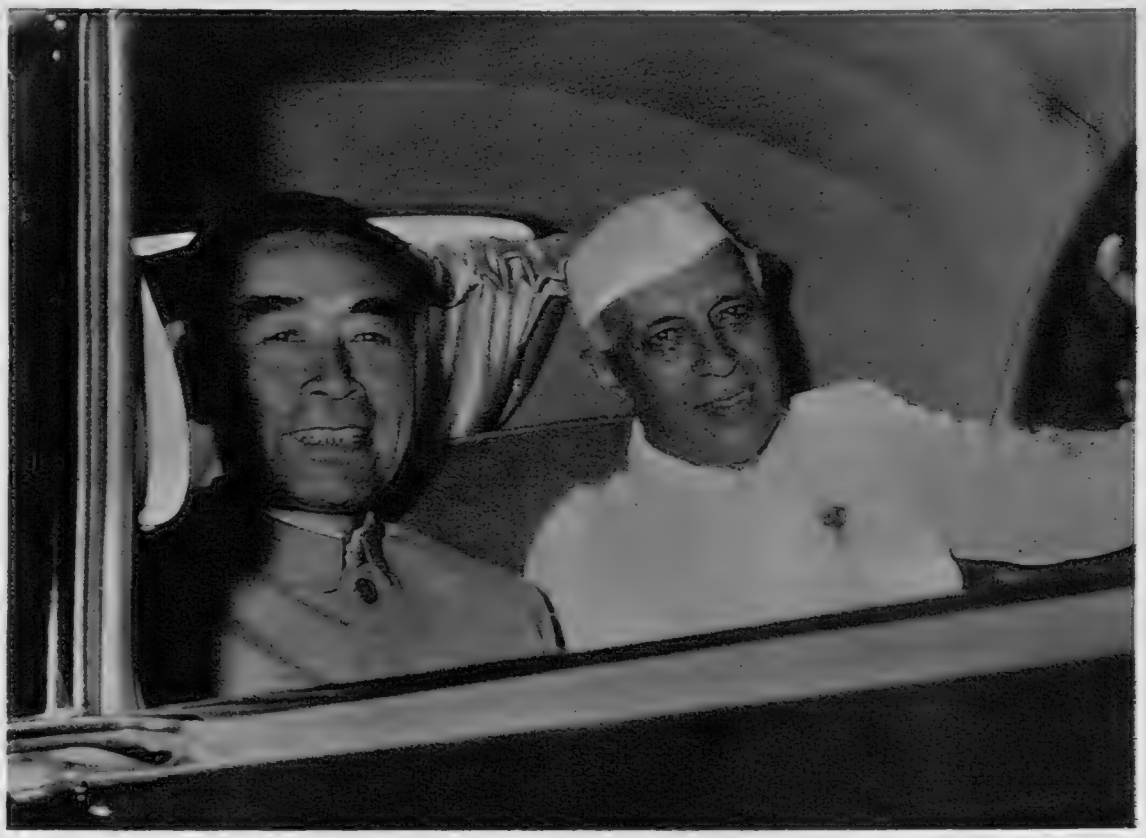
I was under a self-imposed compulsion some weeks ago to make a close and detailed study of the whole course of the Indo-China frontier dispute. Pondering the known and published facts and trying to arrange them in some comprehensible order, I reached certain conclusions, which disquieted me, but which Mr. Chou's visit to Delhi has done nothing, as yet, to alter.

First, there is a psychological background to the dispute which it is imprudent to ignore. There is the history of both countries and both cultures, in the long term as much as in the short term. The invincible sense of superiority and the arrogance of the Chinese, the consequences of centuries of isolation from the rest of the world, contrast and conflict with the fluidity of the Indian character, subjected in the same period to repeated and protracted influence from outside. I am therefore convinced that it is very difficult, if not quite impossible, to get even a glimmering of what India and China are quarrelling about if one thinks of it merely politically.

There is a great and apparently almost irreconcilable conflict between two outlooks, two ways of life. The two greatest nations in Asia are at odds with each other; but (here is a curiously ironic factor superimposed on their natural, historic differences) the different outlooks, the different ways of life, which have precipitated the present clash are not, on either side, natively Asian. Two social, economic and political philosophies, born and nurtured in Western Europe, have run head-on into each other in the Himalaya and the Karakoram. The clash has shocked and irritated both sides, by the violence, the intensity and the tenacity of the feelings it has aroused; but it is, in my view, fair to conclude that it was inevitable.

The Republic of India, under Nehru's leadership, is still steeped in British ideas, customs, practices and disciplines. The British way of life, though in origin alien to India, has been taken for granted by generations of educated Indians. The British Raj itself was debated out of existence in accordance with Parliamentary procedure and the fundamental tenets of British political philosophy.

How long this pervasive British influence will remain is, of course, arguable; but, at present, thirteen years after the end of the Raj and with Mr. Nehru in his seventies, it is a factor, in Indian life and in the pattern of world politics, of considerable significance. Talk to any Indian diplomatist or official in London, in Ottawa, in Oxford or in any other city in the world, and you are conscious that he speaks the same language as yourself, not only verbally but at much deeper levels. To Indians and usually nowadays, I think, to ourselves, this is a truism: but it has proved to be a truism with very sharp teeth.



MR. CHOU EN-LAI IN INDIA: After his arrival at Delhi Airport the Prime Minister of China drives with Mr. Nehru into the capital of India. Although the route was decorated with flags, only a small number of people turned out to watch Mr. Chou pass by. On Tuesday of last week the two Prime Ministers began their six days of talks.

The Chinese experience has been radically different from the Indian. Whatever *rapprochement* there was between China and the liberal, democratic West has been wiped out; any intellectual and spiritual ties have been abruptly severed. After a century or more in which Imperial China slithered into social, political and economic chaos, the Communists conquered the country in the late '40's as, thirty years earlier, the Communists conquered Russia.

While the nation at large—if it is strictly accurate to speak of China as a nation, which I doubt—is being subjected to the whole ruthless process of Communist "development," its leaders are sternly convinced that *they* are the masters of the citadel of Marxist orthodoxy, and that the Soviet Union is perilously deviationist. They also couple their rigid adherence to Marxism, in the letter and in the spirit, with naked colonialist and expansionist aims, in no whit different from those of the Russians in respect of the Baltic republics and what is now Soviet Central Asia.

India and China are therefore operating on two different and conflicting wavelengths. It is both pitiful and ironic that the Government of India, for close on a decade, did its best consistently to convince itself to the contrary. It has been painful to abandon illusions so stubbornly held. But Indian belief has at last been abandoned in the Pancha Shila—the five principles, of the most exalted character—which it was agreed, on the occasion of Mr. Chou's first triumphant visit to Delhi in June 1954, ought to govern international relationships. The most important of these principles, I feel it is worth recording without comment, were: peaceful co-existence between nations, non-interference in the affairs of other nations, and mutual respect for each other's sovereignty and territorial rights.

Indians, contemplating the brutal overthrow of Tibetan independence (65,000 Tibetan men, women and children murdered, some 200,000 conscripted to forced labour in slave conditions, the entry into Tibet of some 5,000,000 Chinese settlers, with another 4,000,000 to follow); contemplating the Chinese attacks on Indian patrols, many miles within India's frontiers in Assam and in Kashmir; contemplating the campaign of threats conducted against Sikkim and Bhutan, and the steady Chinese infiltration into Nepal, can have little faith in China's sincere attachment to Pancha Shila.

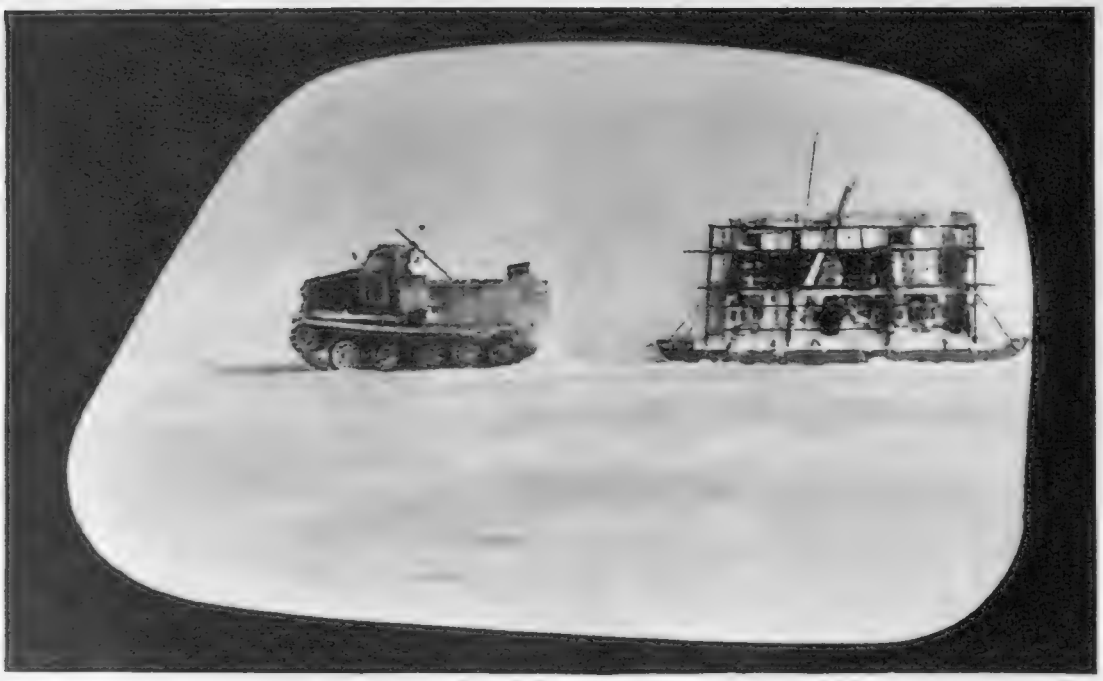
These calamities, many Indians realise in a mood of bitter frustration, are the consequences of pursuing over years a policy of appeasement—and they see no need to attach a specially pejorative meaning to the word. But if the leaders of the nation which you are trying to appease are cunning and faithless, there are certain dismal corollaries to a persistent policy of this character.

The first is that, crediting them with far better and more honourable intentions than they in fact possess, you prevent yourself from anticipating the unscrupulous moves which they are preparing. In simple words, both are playing the same game, but you are playing fair and they are cheating. The second corollary is that, at each crucial phase in the process, at each new revelation that you have been both practically out-manœuvred and morally betrayed, your indignation is apt to be equalled by your immediate impotence to do anything practical about it.

Such has been India's mood since last summer. And one of Mr. Nehru's outstanding qualities as a statesman is his receptivity to the national mood. Appeasement, such as Britain indulged in towards Nazi Germany between 1935 and 1939, and India towards Communist China for a decade, is not in essence either immoral or dishonourable; it can be gravely and tragically mistaken, and recognition of its mistakenness may come too late for it to be rectified except at appalling cost.

India has had a "lull" of several months in which to realise the extent of the mistakes made, and to begin to contemplate the cost of trying to rectify them. No issue, it is certain, in all the twelve years since the attainment of independence has made India so angry and so united. Was Mr. Nehru speaking merely rhetorically last November, or was he envisaging in outline his country's future policy when he said that if the situation worsened, India must become a nation in arms, committed to a struggle for life and death?

At the end of the chilly, melancholy formalities of Mr. Chou's visit to Delhi, this sombre and far-reaching question remained unanswered. But how long will it be thus, how long before China, in her brutal, self-confident fashion, supplies the answer?



EN ROUTE TO THE POLE: Russian vehicles head across the snow towards the Amundsen-Scott station maintained at the South Pole by the Americans. The Soviet party became the fourth expedition to reach the Pole by land. They had started from the Russian base at Mirny.

On left—

A HEAVY LOAD: A "Kharkovchanka" tractor pulls a sledge carrying stores and equipment. The Russian party took three months to travel the 1,676 miles from Mirny to the South Pole.

Below—

AT THE BASE: A special camera is set up at Mirny for photographing the Southern Lights. The Russian Antarctic base was established in 1956 and is under the control of the Soviet Academy of Sciences. The present expedition is the fourth to be stationed at Mirny base.

SNOWED-UP: Members of [illegible] pedition dig through the [illegible] which has buried some of [illegible] after a heavy storm at [illegible] Parties have gone out from [illegible] during the past four years [illegible] explore the Geomagnetic [illegible] and the "Pole of Inaccessibility" [illegible] which is the name for the [illegible] point of the Antarctic land [illegible]

Pictures have recently [illegible] London to illustrate a [illegible] chapter in the history of Antarctic [illegible] At the end of last year a party [illegible] Russians reached the South Pole [illegible] by land. They were the [illegible] expedition to achieve this [illegible] predecessors being those of [illegible] Amundsen (1911), Scott (1912) [illegible] the Commonwealth Trans-Antarctic expedition under Fuchs and [illegible] Hillary in 1958. Dr. Alexei [illegible] Dralkin was the leader of the [illegible] sixteen Russians. They started [illegible] from the Soviet base at Mirny [illegible] travelled in two "Kharkovchanka" [illegible] tractors. Each of these vehicles [illegible] running on caterpillar tracks [illegible] 26 ft. long and 13 ft. wide [illegible] contains living quarters for [illegible] men.

The Soviet explorers made [illegible] regular stops at set intervals [illegible] scientific investigations, including [illegible] measurements of the thickness [illegible] the ice-cap. They took [illegible] months to reach the South Pole [illegible] where they were given a [illegible] welcome by the American party [illegible] Dr. Dumey at the American [illegible] Scott station at the globe's southernmost [illegible] most point. It had been announced [illegible] beforehand that the Russians [illegible]

The Red Flag in Antarctica

A Party of Russians is the Fourth Expedition to Reach the South Pole by Land

go on from the Pole in an attempt at a Trans-Antarctic crossing. However, soon after they reached the Pole it was announced they would return to Mirny. No reason was given for the cancellation of the original plan.

Mirny was established four years ago and is the largest and, almost certainly, the best-equipped station in Antarctica. Reports in 1956 and 1957 stated that among its many buildings were an electric generating power station, a large wireless centre, several observatories, an operating theatre and a section for livestock. Medium-range Soviet airliners could land on the nearby airstrip.

Since then there is no reason to doubt that the Russian base has been further improved. Apart from last year's journey to the Pole, a great many surveys have been carried out which will add to Man's knowledge of the Great White South. Expeditions have gone to the areas of the Geomagnetic Pole and the "Pole of Inaccessibility" and much geological and other scientific information has been garnered by parties flying to certain hitherto unsurveyed points on the ice and snow.

CLEARING A "KHARKOVCHANKA": Snow is shovelled from the cabin of one of the caterpillar tractors used by the Russians. Each vehicle contains living accommodation for eight men.

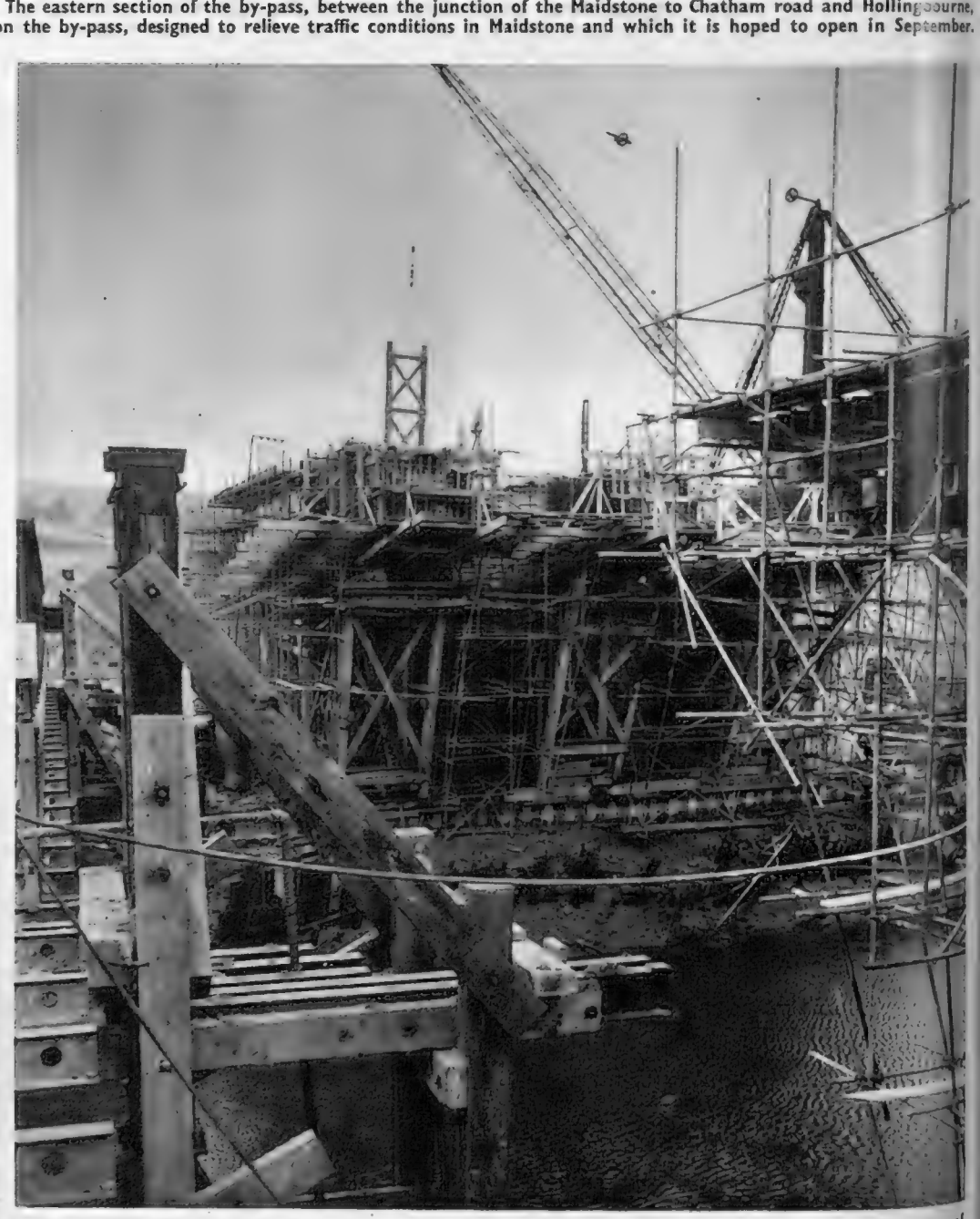
A GEOLOGICAL SURVEY: A portable derrick drills deep below ground to make a hole for a seismic shot. In the background is the aircraft fitted with skis which had flown the surveyors and their equipment from Mirny.

PROGRESS IN THE CONSTRUCTION OF THE NEW BY-PASS IN KENT: From one of the new flyovers can be seen the work on part of the western section of the Maidstone By-pass. This runs for 1¼ miles to the west of Hollingbourne on the A.20. The eastern section of the by-pass, between the junction of the Maidstone to Chatham road and Hollingbourne, is 5¼ miles long. There are thirteen bridges and flyovers on the by-pass, designed to relieve traffic conditions in Maidstone and which it is hoped to open in September.

Work on the Maidstone By-pass

Progress on the New Route in Kent

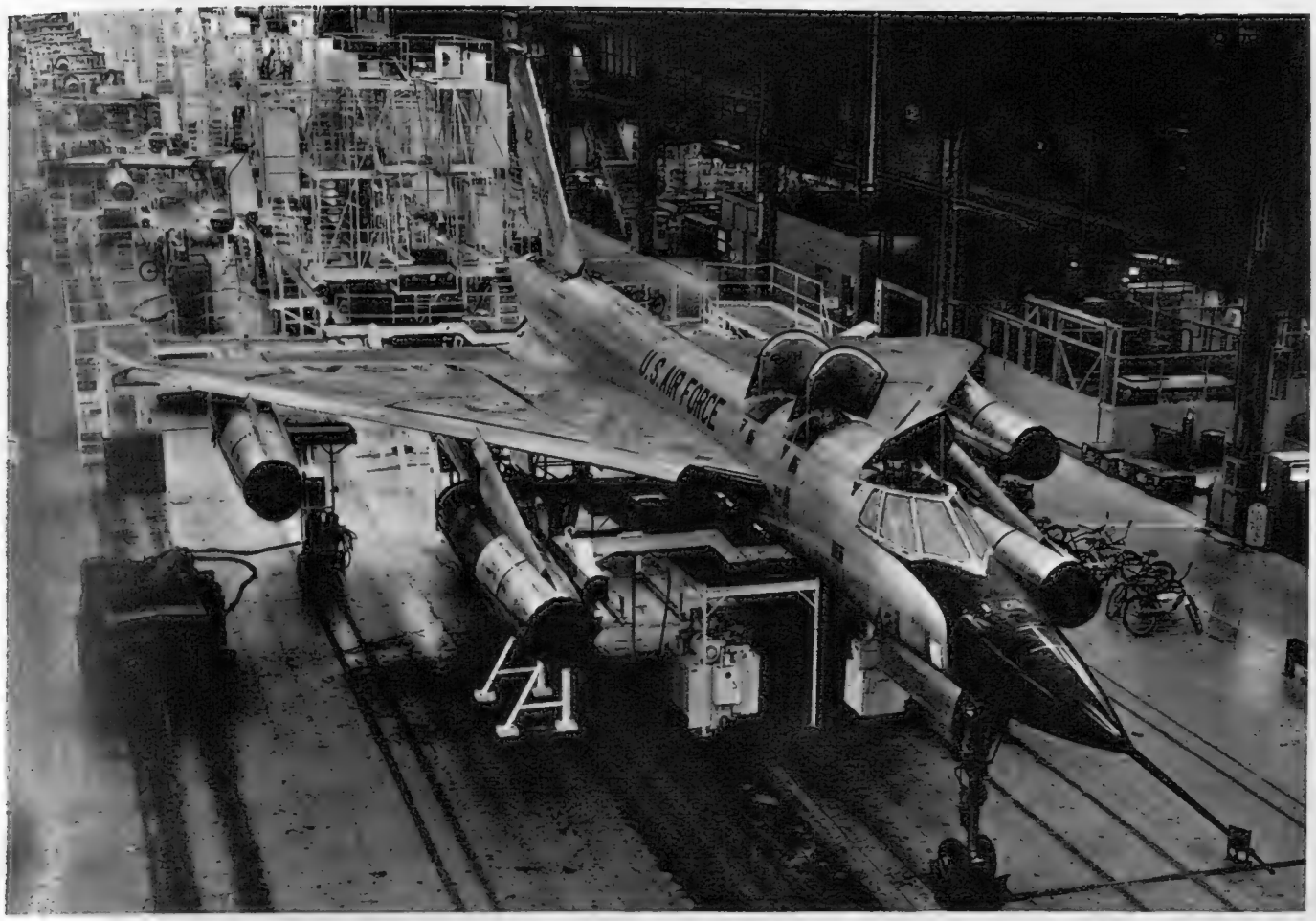
Work started on the eastern section of the Maidstone By-pass, for which the contractor is Richard Costain Ltd., in April of 1958, and work on the western section, for which the contractor is Sir Robert McAlpine and Sons Ltd., a year later. It is hoped that the new route will be open in September, to relieve the congestion of traffic in the narrow streets of Maidstone. The town is on the main London to Folkestone road. A traffic census taken in August of 1958 showed that on average over 34,000 vehicles a day used the existing bridge over the Medway. This figure gave an increase of over 50 per cent. in four years. It seems almost certain that traffic will be even heavier this summer. Part of the new by-pass is a new bridge over the Medway, 1½ miles downstream from Maidstone. This is a three-span prestressed concrete structure, with a total length of over 320 ft. In all there are thirteen bridges and flyovers on the by-pass.



A BRIDGE OVER THE MEDWAY: The structure, which is part of the by-pass, forms a complicated pattern of scaffolding and shoring timbers. *Left*—A flyover over the railway line, crossed by the western section of the by-pass, nears completion. The new route has dual-carriageways, each 24 ft. wide, with a wide central gap.

Building Aircraft

Work on the Construction of an American Bomber and Two British Airliners



On left—

HUSTLERS IN PRODUCTION: Inside the factory of the Convair Division of General Dynamics Corporation at Fort Worth, in Texas, the supersonic bombers are surrounded by mobile work platforms as they move down the line, on rails about 8 ft. above the floor of the 4,000-ft.-long building. At the end of the assembly line (foreground), hydraulic jacks raise platforms out of the floor to make contact with the aircraft's landing gear, and then the Hustler is lowered to the floor. The delta-winged bomber, which has a maximum speed of over 1,300 m.p.h., is now in production for the U.S. Air Force. Some are operational with the 43rd Bomb Wing at Carswell Air Force Base at Fort Worth.

On right—

AIRLINER FOR THE 1960's: A 27-ft.-long section of the fuselage for the Airco D.H.121, the short-range 600-m.p.h. airliner ordered by B.E.A., arrives at Hatfield from the de Havilland factory at Portsmouth. The nose section, to which this part will be joined, is being built at Hatfield. Other major components are under construction by Fairey Aviation and Hunting Aircraft. The first D.H.121, of which the section is part, is due to fly towards the end of next year, and the aircraft are to enter service with B.E.A. in 1964. A distinctive feature of the new airliner is that its three Rolls-Royce turbo-jet engines are mounted at the tail, two in pods on either side of the fuselage and the third inside the fuselage.

VANGUARD AIRLINERS FOR CANADA: Several of the aircraft are seen on one of the two assembly lines at Weybridge, in Surrey. Twenty Vanguards are being constructed for Trans-Canada Airlines. British European Airways have also ordered a fleet of twenty of these economical turbo-prop airliners, and the type is due in service on the London to Paris route on July 1.

ICE WALLS OF KIBO

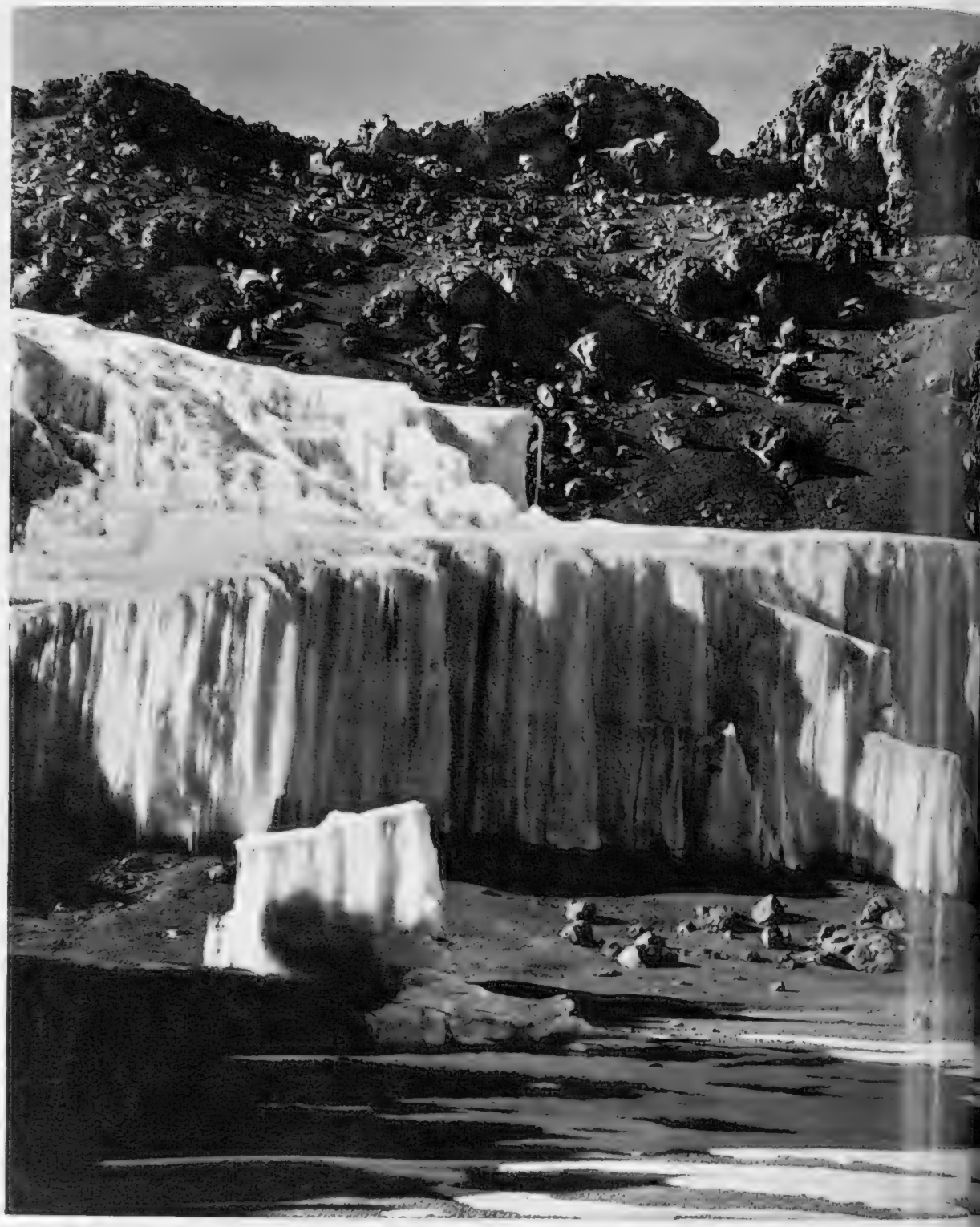
A Natural Phenomenon at the Top of Kilimanjaro

Mount Kilimanjaro, in Tanganyika, has twin snow-capped peaks, the Kaiser Wilhelm of Kibo and the Mawenzi. Africa's highest mountain is 19,340 ft. in height (at the top of Kibo) and has an immense spread of 40 square miles. Close to the summit there is a large crater. It is surrounded by vast walls of ice which dwarf anyone standing below. Long icicles hang from these glaciers. The heat of the sun often melts them and causes them to break off. The volcano is by no means extinct. Sulphurous smoke can be seen issuing from vents in the crater's floor.

The base of Kilimanjaro consists of grassy plains where the Masai herd their cattle and many wild animals, including lions and elephants, roam. The relatively gentle slopes provide plantations for the Chagga people to raise crops of bananas and coffee at between 4,000 ft. and 5,000 ft. Above their villages is the forest reserve in which the branches of trees are often covered with moss and orchids.

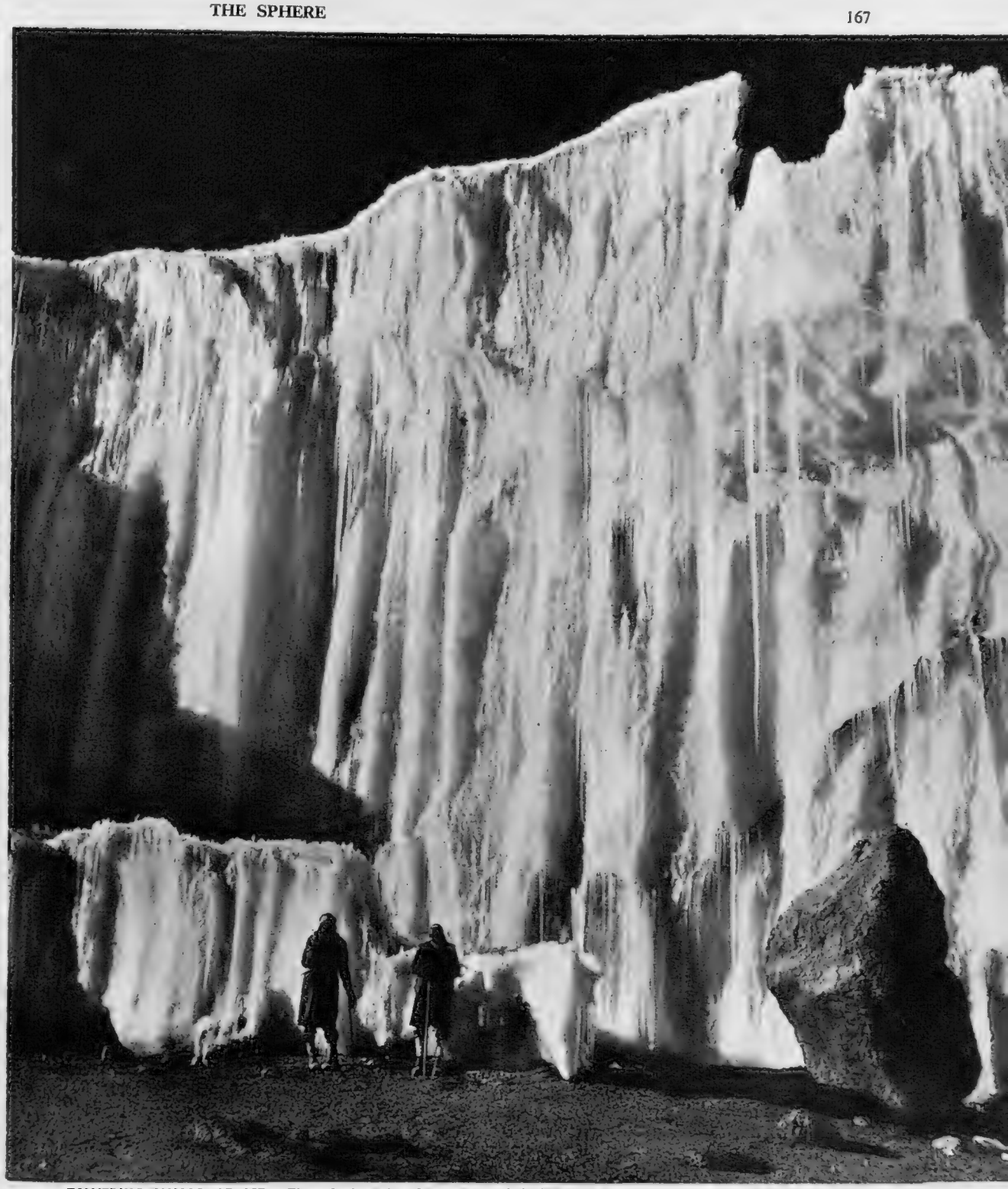
The mountain can be climbed with a minimum of three night stops at huts. Hardy barefoot porters carry food and equipment. The regulations of the East Africa Mountain Club require six porters, including guides, for a party of two. Mountaineers who fancy their own strength and dispense with porters find the ascent extremely strenuous. Starting from Moshi or Marengu, the first day's climb is comparatively easy going and more in the nature of a walk. Twelve miles have to be covered to reach the overnight halt at Bismarck Hut. All the huts on Kilimanjaro are maintained by the East Africa Mountain Club. On the second day the mountaineers go through the forest reserve and emerge on to the alpine meadows at about 10,000 ft. up. From here they can see before them the twin peaks. Giant heather and tall grass grow on the plains. At 12,500 ft. the second night is spent at Peter's Hut, named after an administrator in the period of German East Africa.

On the third day the objective is the saddle between the two peaks. It is a desolate area, and although the saddle itself looks level, the climber invariably feels he is moving uphill, in whatever direction he is heading. Kibo Hut is the night stop. The atmosphere is thin and cold and many climbers are content to go no further on their ascent. Those who are determined to scale the summit are awakened at 1.30 a.m. Fortified by hot tea and porridge and wearing goggles, they head out in the windy night. Gillman's Point, a little less than 19,000 ft., is a landmark which will indicate that they are nearing the summit. So, with the sun melting the ice in the crater below, they eventually attain the peak. The descent takes two days.

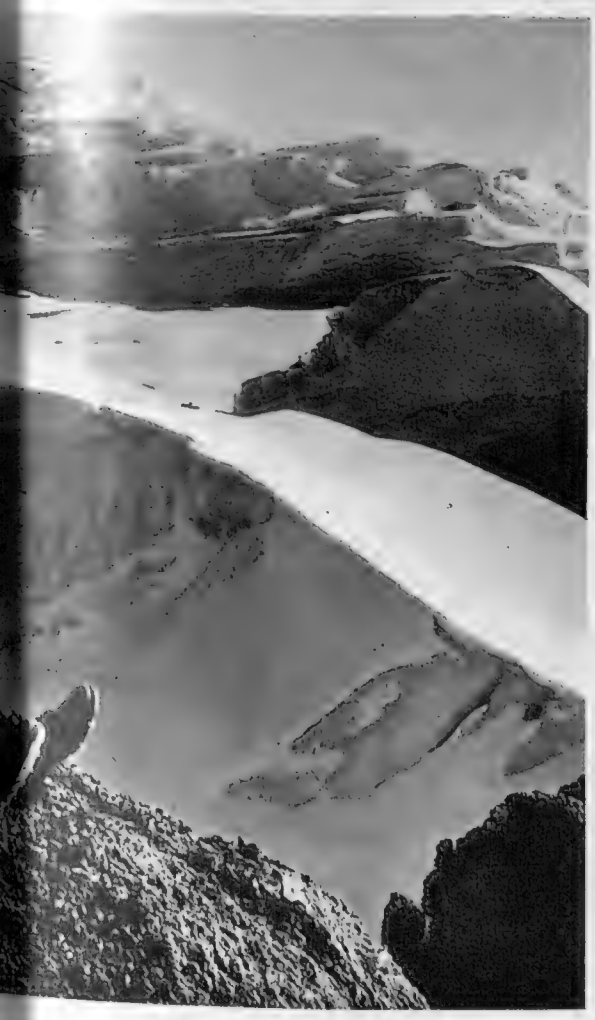


THE CRATER AT THE PEAK: Just below the 19,340-ft. summit of Mount Kilimanjaro is the crater encircled by glaciers. From time to time wisps of sulphur come from fumaroles or vents in the gravel floor, indicating that the volcano is still active.

ON THE ALPINE SLOPES: Porters carrying food and sleeping gear make their way through the meadows at a height of about 10,000 ft. In the background are the twin peaks of Kilimanjaro, the Kaiser Wilhelm Spitze of Kibo (the higher) and Mawenzi. The ascent can be made from Moshi or Marengu at the base in from three to six days.



TOWERING WALLS OF ICE: The glaciers in the crater of Africa's highest mountain are 200 ft. high in places. When the heat of the sun beats down, there is a constant tinkling sound as the icicles are melted and break off. Climbers making for the summit start off before dawn from the hut where they have spent the night.



On left—

DAWN AT THE SUMMIT: The climber has achieved his objective and sits on the Kaiser Wilhelm Spitze of Kibo watching the sun rise. The name of the peak is a reminder that the mountain is in what was German East Africa until the First World War. Two of the huts, which are staging points on the ascent, are named after Bismarck and Karl Peters, one of the administrative officers when Tanganyika was a possession of Germany.

On right—

THE LAST LAP: The mountaineer is wearing shoes with long spikes in their soles to help him over the snow and scree on the steep slope of Kibo peak. Below him is the long saddle running to the other peak, Mawenzi. The climber at the top of Kilimanjaro has to contend with fierce winds.

MAY DAY IN PADSTOW

May the First is Celebrated With Full Pomp and Ceremony in the Cornish Town, the Festivities Continuing for Twenty-four Hours

By BRIAN VESEY-FITZGERALD

MAY 1 is a great day in Padstow. I do not think it would be inaccurate to say that it is *the* great day of the year in Padstow. May Day was once a great day, one of the three or four great days of the year, in many places. It was at one time celebrated throughout Britain and, though to a lesser extent, in France and Germany with ceremonies which are supposed to spring either from the ancient Roman Floralia or from Druidic feasts in honour of the god Bel. There seem to be two main schools of thought. I do not think that the actual source matters much. The one thing that is quite certain is that May Day was a festival of purely pagan origin: one of the very few pagan festivals that the Christian Church never managed to incorporate.

It is true that May Day in the Church's calendar is the feast of St. Philip and St. James and that hymns are sung from towers in some places: notably from the tower of Magdalen, in Oxford, at six o'clock in the morning. But it should be remembered that as soon as that service is over and the bells rung, the Morris dancers it was hoped to invoke the old fertility magic. If so, the magic has worn thin: the one thing that modern Socialism is certainly not noted for is fertility of ideas.

Padstow is one of the very few places in Britain—so far as I know, it is now the only one—where May Day is still celebrated with full pomp and ceremony. It all starts, actually, on April 30, when the town is decorated with flags and greenery, and a great maypole is erected in the market square in preparation for the May Day dance of the hobby horse, locally pronounced " 'Obby 'Oss." I do not think that there is any significance in the decorative flags, and I believe them to be a modern innovation. But the use of greenery for decoration is very, very old.

It was a pagan belief that the good spirits of life were contained in leaves and flowers and that the use of these on the first day of true summer would drive away evil spirits. This was especially so in northern countries where, in addition to the fertility rites, May Day was a festival of welcome to the long warm days

THE HOBBY HORSE IN THE MAY DAY FESTIVITIES AT PADSTOW: Outside the Hotel Metropole in the Cornish town, the hobby horse dances, surrounded by its retinue and onlookers. It is made of oilcloth stretched over a wooden frame which fits on to a man's shoulders. There is a tail and a grotesque head. The hobby horse weighs over 40 lb.

appear. The fact is that the saints have no connection whatsoever with the traditional ceremonies. The crowning of the May Queen, the garlands still carried by children in a few places, the bonfires which used to be lit, the maypole, all these customs are in origin fertility rites. It was because the Puritans recognised them for what they were, because they recognised the maypole for what it was—not the symbol of the flowering tree, but a phallic symbol—that they stopped them wherever they could. In 1644 maypoles were forbidden to be erected by the Roundhead Parliament.

But despite all the sermons and all the repressive measures many of the ceremonies continued, just because they contained within them the deepest and strongest of human instincts. The maypole was sanctioned again at the Restoration, and in 1661 a cedar pole, 134 ft. high, was put up in the Strand. This pole, by the way, had a noble ending. When it was taken down (about 1717) it was used by Sir Isaac Newton as a support for his great telescope.

Now, though there are still a few maypoles erected on village greens, the origin and purpose of the ceremonies have been forgotten and May Day, in most of the places where it is still celebrated, is no more than a rather clumsy rustic gambol. Instead, it is now observed as Labour Day, except in Canada, the United States and Italy, in which countries the date is the first Monday in September. The reason why May 1 should have been chosen by Socialists as their day is very obscure. Perhaps and short nights, to the return of flowers and green vegetation. It must be remembered that nowadays we celebrate May 1 eleven days earlier than used to be the case, and those eleven days in northern climates can make a great difference. It is considered correct to use some sycamore in the decoration of Padstow for May Day. It is not always possible to do so. A cold late spring, and there will be no sycamore to use. When this happens—and it happened the last time I was in Padstow for May Day—evergreens are used. Some of the older inhabitants are then very upset.

The celebrations start at midnight on April 30 and continue throughout the twenty-four hours of May 1. (The ancient May Day practice here, as everywhere else, was to erect the maypole at midnight.) I do not know that there is an official starting-place, but it all seems to begin outside the Golden Lion, where a crowd of several hundred wait expectantly. A hush falls on them with the approach of midnight, and then, on the very stroke of the hour, someone in the midst of the crowd starts singing the " Morning Song." (I have been assured that this is completely spontaneous, and that nobody knows who is going to start the singing: I take leave to doubt this.) The song is taken up at once, and soon in the still night air the whole town seems to be filled with it:

> Unite and unite, and let us all unite,
> For summer is a-coming to-day,
> And whither we are going we will all unite,
> In the merry morning of May.

The crowd then begins to move through the dark streets, calling at a number of houses and serenading the occupants:

> Arise up Mr. . . . and joy you betide,
> For summer is a-coming to-day,
> And bright is your bride who lies by your side,
> In the merry morning of May.

The occupant of the house rises up, and he and his wife stand in an upstairs window until the song is ended.

At one time every house in the town was visited and as many verses of the song sung as there were occupants in the house, each being addressed by name. That is no longer the case; Padstow has grown; but plenty of houses are serenaded. I suppose that there must be some method of selection, but I do not know. Again I have been assured that the occupants have no idea that they are going to be serenaded. I find this quite impossible to believe. The folk in the crowd must know that their houses are not going to be serenaded. So far as I know, the song is never sung outside empty houses. Those I have seen come to the window did not look to me as though they had just got out of bed. Once or twice it has occurred to me that the women have taken a good deal of trouble about their dress and appearance.

The hobby horse, heralded by a roll of drums, does not appear until 10.30 a.m. to begin the day-long dancing in the streets. It is made of black oilcloth stretched over a wooden framework, which is so constructed that it fits on to a man's shoulders. A head and tail are attached and the whole thing is rounded off with a grotesque mask. The hobby horse weighs a little over 40 lb., which means that to carry it for any length of time requires considerable physical strength and endurance. Led by a " Teaser," a man dressed in white and carrying a club, the hobby horse is accompanied by a band of accordions and drums and by a party of men dressed in a variety of costumes, many of them with head-dresses reminiscent of the old pirate days. The whole procession makes its way to the quayside, where the first complete round of the dance is performed.

There seem to be no definite steps to the dance, but from time to time during the day the horse will make a running charge at the crowd, and every now and again a woman will be seized and taken under the oilcloth and her face touched with a blackened hand. This is now said to protect her from all ills during the year to come, but it is obviously the relic of an ancient fertility rite. Different verses are sung at different times during the dance. Every now and again the tempo suddenly changes, the tune becomes sad, the lively steps change to a swaying motion, and this verse is sung as the horse turns slowly round and round, gradually sinking to the ground, dying a ritual death:

> O where is St. George? O where is he O?
> He is out in his long boat all on the salt sea O.
> Up flies the kite and down falls the lark O.
> Aunt Ursula Birdwood she had an old ewe
> And she died in her own park O.

Nobody seems to know the significance of Aunt Ursula Birdwood or even who she was. There is an " Aunt Mary Moses," an equally mysterious character, in the Helston Furry song. For a few moments after falling the horse lies still, dead. Then, at the beat of a drum, he leaps to his feet to start dancing again. At once the song changes, becomes lively and happy:

> With the merry ring, adieu the merry spring,
> For summer is a-coming to-day.
> How happy is the little bird that merrily doth sing,
> In the merry morning of May.

So it goes on until, in the dark of another night, the horse comes to the Golden Lion to perform a final dance, to " die " before a silent crowd.

One of the oddest things about all this is the firm local belief that it dates only from the eighteenth century. The local tradition is that it all commemorates the defeat of some French troops who landed in the bay, came across some mummers dressed in red cloaks, mistook them for soldiers and fled. But it is all very, very much older: the luck-bringing visits, the " Teaser," the sacrificial death of the horse, the sprinkling of the crowd with water, the touching of the woman beneath the cloak, these things have nothing to do with French troops or the eighteenth century: they, or some of them, go back to the dawn of man's history.

The other odd thing is that it should have survived, and in such fullness, in this little Cornish town, when rather similar ceremonies (which were once common throughout Britain) have died out and long since been forgotten. It has survived the onslaught of radio and television; even " never having it so good " has not affected it. The main reason for this is that the tradition of the hobby horse is instilled into the children at an early age: they have their own small version of the horse. It is not unknown for a child to take over the role of " Teaser " during the actual May Day celebrations. It seems very unlikely that children would be taught all this if it really commemorated only a French panic. I do not believe that Padstow people really believe that French story. I have an idea that some of them know a good deal more about what it is all about than the folklorists.

FIRST LONDON HOME FOR PRINCESS MARGARET AND HER FUTURE HUSBAND: In this general view of part of Kensington Palace, the home for the Princess and Mr. Antony Armstrong-Jones is seen towards the end of the row. It is apartment No. 10, and is on the north side of the Palace, close to the state rooms. The house, a grace and favour residence, was formerly occupied by the late Lord Carisbrooke, who died earlier this year. The news that the Queen had offered the residence to the Princess and her fiancé, came last week when an announcement was made from Buckingham Palace. Although they are expected back from their honeymoon by the middle of June, it is not known when they will take up residence in the house. Some redecoration has to be carried out before occupation. The house, which has twenty rooms, was built by George III as a nursery.

THE NEW HOME IS PREPARED

The Grace and Favour Residence at Kensington Palace is Made Ready for Princess Margaret and Mr. Armstrong-Jones

THE FRONT OF THE HOUSE: It has a raised front door reached by twin flights of steps from a short private drive. A public path in Kensington Gardens is about 40 ft. away. Among those living in houses nearby are the Duchess of Kent, the Duke of Beaufort and Princess Alice of Athlone. Kensington Palace has not been used by a reigning sovereign since the accession of Queen Victoria in 1837. She moved from the Palace (where she was born in 1819) shortly after hearing the news of the death of her uncle, William IV.

INDEPENDENCE FOR SIERRA LEONE: Mr. Iain Macleod opens the constitutional conference on the future of Sierra Leone in Lancaster House, London. The Colonial Secretary said the principle of independence was agreed. What they had to decide was the date for it.

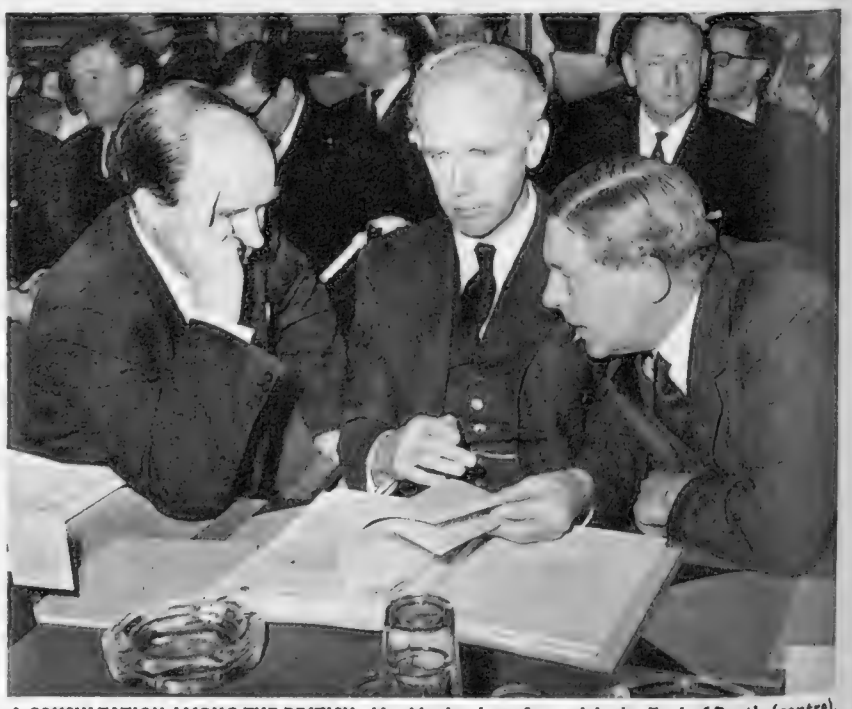
THE FUTURE OF SIERRA LEONE

A Conference in London to Decide the Date for "Independence Day"

The Constitutional Conference on Sierra Leone opened in a very friendly atmosphere last week. Addressing the delegates Mr. Macleod referred to the "orderly and systematic advance" of the Colony and Protectorate and went on to say, amid applause, they need waste no time about the principle of independence for Sierra Leone. That was agreed "without further ado." The main task of the meeting would be to decide the date for independence and settle the various questions involved in the hand-over of power. Sir Milton Margai, Premier of Sierra Leone, spoke of his country's "cordial and peaceful relations" with Britain and made it clear that when independent the people of Sierra Leone would remain within the Commonwealth.

THE CHAIRMAN OF THE CONFERENCE AND THE LEADER OF THE SIERRA LEONE DELEGATION: Before the proceedings start in Lancaster House, Mr. Macleod shakes hands with Sir Milton Margai, the Prime Minister of Sierra Leone. It was understood the Sierra Leonians were asking that December 7 should be the day on which they become independent within the Commonwealth.

REPRESENTATIVES FROM WEST AFRICA: From left are Mr. H. N. Georgestone; Mrs. Harris; Mrs. Cummings-John and Mr. A. H. Demby. All the political parties and independent opinion were represented among the delegates from Sierra Leone at Lancaster House.



A CONSULTATION AMONG THE BRITISH: Mr. Macleod confers with the Earl of Perth (centre), Minister of State, Colonial Office, and Sir Hilton Poynton, Permanent Under-Secretary at the Colonial Office. The talks on Sierra Leone were expected to last ten days.

LEAVING THE AIRCRAFT FOR A LONG PARACHUTE DROP: One of the U.S. Army competitors in the "sky diving" parachute jumping competition, held at Fort Bragg, in North Carolina, jumps from an American Army H-21 Shawnee helicopter flying over the fields and woods of Carolina. The competitor has taken up the "stabilised" position, which he will maintain for a free fall of approximately 30 seconds while he plummets for about 4,500 ft. towards the ground. He pulls on the guide-ropes of his parachute to direct himself to land as near as possible to a target on the ground. The nearer the competitor lands to the target, the more points he scores. Sponsored by the Parachute Club of America, the meeting was held as a trial to select a team of five men from the U.S. Army to represent the United States in the Fifth World Championship Parachute meeting, which will be held at Sofia, in Bulgaria, later this year. The team was to be chosen from sixty competitors at the Fort Bragg meeting, at which the overall winner was Loy Brydon of the 18th Airborne Corps, who scored a total of 2,313 points.

PARACHUTISTS' COMPETITION

American Trials for a Team for the World Championship

LEAVING THE HELICOPTER: Already the competitor has assumed his "stabilised" position, with his arms bent and palms outstretched, to drop over 4,000 ft. towards the marked target.

AT FORT BRAGG: A judge balances his binoculars as he watches one of the competitors descend. *Left*—Landing within 4 ft. of the centre of the target after a drop of 7,000 ft., is Loy Brydon.

DISCOVERIES OF THE SEASON: *Left*—R. A. W. Sharp (left), England's fly-half, is shoulder-charged by the Welsh back-row forward, B. Cresswell, during the International at Twicken Coming into the match as a last-minute substitute, Sharp played for the rest of the season to become one of England's most dangerous players. *Right*—R. B. Shillinglaw, the Scottish scrum-half, slips a tackle by J. D. Currie, the England forward, and makes off with the ball past S. A. M. Hodgson, the English hooker, during the match at Murray

RUGBY IN REVIEW

By VIVIAN JENKINS

BOUQUETS, for the most part, not brickbats. That, roughly, sums up the 1959-60 Rugby Union season, which, on the whole, has provided far more entertainment than its immediate predecessor. At this time a year ago people were bemoaning the fact that England, in four international matches, had not been able to score a single try. Three penalty goals, in fact, represented the sum of their scoring efforts. What a change this time. Under the sturdy leadership of R. E. G. Jeeps, the wearers of the Rose have collected the Triple Crown, Calcutta Cup and a share in the championship, with France, and went through the season with an unchanged fifteen.

What is more, they have achieved it by a much more enterprising brand of Rugby, notably in the matches against Wales and Scotland, and can claim to have unearthed the outstanding individual player of the season in R. A. W. Sharp, at outside half. This twenty-one-year-old product of Blundell's School and Cornish Rugby could not have made a more dramatic entry into international Rugby than he did against Wales. Originally chosen as a reserve, he was resigned to watching the match on television at Oxford, where he is reading geography at Balliol. Instead, he found himself summoned to London at the last moment to take the place of A. B. W. Risman, the original choice, who pulled a leg-muscle in training. That was the last we heard of Risman, at international level at least. Sharp took his chance so brilliantly, scattering the Welsh ranks, that he never looked like being displaced afterwards. His penetrating running, generalship and shrewd kicking alike could not be faulted, and his flair for dropped goals was a menace to opponents.

Against both Ireland and Scotland it was a dropped goal by him that began the England scoring, and in each case the moral effect meant more than the actual score. Besides that, his breaks though the middle led to some vital tries and altogether it was impossible to keep him out of the picture. England scored seven tries all told—profusion compared with the previous season—and with an admirable new full-back, D. Rutherford, of Percy Park, kicking the goals, the Triple Crown winners' cup of joy should have been full.

Unfortunately, however, their thunder was somewhat stolen before the end, by France. The reigning champions, as the Frenchmen were at the beginning of the season, still had two matches—against Wales and Ireland—ahead of them when England had already completed their programme. They had to win both in order to share the title, and did it so convincingly, by 16 pts. to 6 and 23 pts. to 6 respectively, that in the final reckoning it is probably they, not England, who must be dubbed the team of the season. Their forward play was tremendous, with every man in the pack, even the props, capable of running and handling like backs, and it was here that they had the biggest lesson of all to give players on this side of the Channel.

When 15-stone front-row men like Roques and Domenech can appear in the middle of the three-quarter line in a full movement and not look out of place, it makes one think furiously. The same could be said of the lanky Mommejat in the second row, while the back-row trio of Moncla, their captain, Celaya and Crauste made as fine an attacking unit as one can ever remember. France scored eleven tries—four more than England—

THE SCORING POWER OF THE FRENCH FORWARDS: A. Domenech, the French front-row forward, crashes over the Iri to score, although tackled by N. A. Brophy, the Irish wing. Domenech scored from the half-way line in the firs of the match at the Colombes Stadium, in Paris. France won 23—6, to gain a share in the Champio

and of these six came from the forwards. Moncla and Celaya got two each, and the scoring passes for two of the five tries scored by the backs came from the third member of the back-row triumvirate, Crauste.

In the French scheme of attack the backs are little more than an adjunct, and if the " Continental challenge," as some are now calling it, is to be resisted we shall have to re-shape our forward methods on the same handling and running lines. This does not mean that the traditional scrummaging virtues have to be abandoned, for the French are equally good in the tight; and, retrospectively, it was almost England's best performance to force a draw with them in Paris. Here the unyielding resistance of Jeeps, at scrum-half, to the French back-row was of inestimable worth, as was the scrummaging of Marques and Currie, that dauntless pair, who during the season celebrated their " coming of age " of twenty-one successive appearances together in England's second row. A record, one feels, unlikely ever to be broken.

For the other three countries, Wales, Scotland and Ireland, it was mainly a tale of woe. Wales were depressingly ordinary, both behind the scrum and in it, and have to thank the superb goal-kicking of N. Morgan, of Newport, at full-back, that they finished with a flattering 50 per cent. record, *i.e.*, two wins in four. a great conversion by Morgan, with a wet ball fro edge of touch, saw them home by a point, 10—9, a Ireland in Dublin after the home team had had 80 per and more, of the play. If a team were selected fro five countries one doubts whether any Welshman, their captain and hooker, B. V. Meredith, and po R. Prosser, at prop, would find a place. D. O. Bra many clever things at half-back, but still suffers f lack of weight—9 st. 10 lb.—when trying to ha forward rushes. Jeeps, by contrast, weighs nearly

Scotland won well against Ireland in Dublin— first success there for twenty-seven years—but oth were again in the doldrums. Their main att weapon, as usual, was the beautifully smooth runnin ready opportunism of A. R. Smith on the right win he scored three of their total of four tries. I hea he will retire from the game at the end of the c season, owing to academic calls from across the Al and the Rugby scene will be the poorer for it. player in post-war Rugby has given more pleasure to who watch, and not even his twenty-three caps a measure for his worth. A great player, in the

A FLYING TACKLE: R. E. G. Jeeps, the English scrum-half and captain, tackles the French scrum-half, P. Danos, as he passes the ball from a scrum. Jeeps's fine defensive play helped England to a three-all draw against France in Paris.

THE COUNTY C[illegible]IONSHIP: In the semi-final between Surrey and Cornwall at Twickenh[illegible] J. P. Watterson, the Surrey scrum-half, passes from a scrum. Surrey b[illegible] Cornwall by 14 pts. to 11, but lost to Warwickshire in the final.

THE VIGOUR OF CLUB PLAY: In the game between Harlequins and Coventry at Twickenham, J. D. Currie (Harlequins and England second-row forward) passes from a line-out to his scrum-half, S. J. Coles. Harlequins won the game, their last home fixture of the season, by 15 points to 11.

KICK TO TOUCH: D. O. Brace, the Welsh scrum-half, screws his kick, as two of the French forwards, M. Crauste and J. de Gregorio, bear down on him, at Cardiff Arms Park.

THREE POINTS FOR WALES: T. E. Davies, the Welsh full-back, watches his penalty kick sail between the English posts during the International match at Twickenham.

THE SCHOOLS SEVENS: A Royal Belfast Academical Institution player (centre) beats his two Kingswood opponents to the ball during the tournament at Roehampton.

ense of the phrase. Another Scottish landmark was the vinning of his thirtieth successive cap by that grand prop orward H. F. McLeod. As he is only twenty-seven, he s well on the way to beating J. M. Bannerman's thirty-even, the Scottish record. J. W. Y. Kemp, in the second ow, treads hard on McLeod's heels, with twenty-six caps, nd has served Scotland equally well. One ray of light n a sombre Scottish scene is the appearance of a new crum-half, R. B. Shillinglaw, who has the wit and skill nd enterprise to spear-head a revival in his country's ortunes.

As for Ireland—poor old Oireland, they never deserved his unhappy appendage more. Everything went wrong for hem, and, hailed at the beginning of the season as likely hampions, they finished up with the wooden spoon nstead. They could not win a match, though defeats y 3 points against England, 1 point against Scotland and point against Wales could so easily have been a Triple rown sequence instead. Only against France, when ney were without their scrum-half, A. A. Mulligan (with wo broken ribs) for most of the second half, were they eally routed. Nor could they have expected that for nost of the season they would have to make do with nly one of their full three-quarter line—O'Reilly, Flynn and Brophy were nearly always absentees—and hooker A. R. Dawson, lately returned as captain of the British Isles team in New Zealand, could play in only one match.

So much for the international scene. At other levels we had a soul-destroying University match, with only four penalty goals—three to Oxford and one to Cambridge—to show for all the months of training. If it did one thing it showed that the close lying-up methods of the French three-quarters, now being aped in this greatest of contests, are sudden death to all spectacle—unless French forward play is also grafted on. Indirectly, too, the International Board may have been impressed once again with the need for doing something to abate the flood of penalty goals. At least, they have abolished the notorious " shoulder-harness " of the New Zealanders, for which we must be thankful.

Warwickshire, for the third time in succession, are county champions, for which all honour to them; but this time their much-vaunted pack, led by a rejuvenated P. D. G. Robbins, found the Surrey eight much harder nuts to crack than Cornwall's and Gloucestershire's in the two previous years. This may sound unlikely, but then one notes the composition of the Surrey pack—five Harlequins, two London Welshmen and one representative, Wronski, of Rosslyn Park, a club that had its best season for years. Other clubs with notable records were London Irish, only once beaten up to Easter; Northampton, whose fabulous total of points included a 51-14 win over Blackheath; Bedford, enjoying a long-overdue revival; Hawick and Edinburgh Academicals, the two best in Scotland; and, in Wales, Newport, Ebbw Vale and Swansea, with a special word for humble Penarth, conquerors of the Barbarians at Easter for the first time for forty years.

Schools' Rugby flourishes as never before, as shown, in spite of a few detractors, by the ninety-odd entries for the annual Rosslyn Park seven-a-side tournament at Roehampton. The winners, this time, were the Royal Belfast Academical Institution—most worthily, for they had been runners-up the two previous years at their first two attempts. Their victims in the final this year were Worskop, to the joy, no doubt, if ultimate chagrin, of the latter's coach, J. Butterfield, of Northampton and England fame.

Performance is much, but not all. It is credibly reported that the " A's " and " Extra A's " and " B's," and the " Stags," " Roebucks," " Wild Geese," and other invaders from the animal and feathered world, are enjoying themselves as much as ever. That, after all, matters most.

KINGSFERRY BRIDGE IS OPEN

Linking the Isle of Sheppey and the Kent Mainland

Last week, the Duchess of Kent opened the new Kingsferry Bridge, which provides the only road and rail crossing of the River Swale from the mainland of Kent and the Isle of Sheppey. The old bridge, which the new structure replaces, provided a navigational opening only 57 ft. wide: this is now 90 ft. wide with 95-ft. clear headroom above the high-water mark. Having built the new bridge, the main contractors, John Howard and Co., Ltd., have the task of demolishing the old one.

The Kingsferry Bridge is of the vertical lifting span type, which is rarely seen in Britain. It is, in fact, the first of its kind to be built in the United Kingdom since the end of the last war. Its reinforced concrete towers are 130 ft. high, and the lifting span, which weighs 465 tons, rises between them. Raised by electric motors, it reaches its full height in only 1½ minutes. Built at a cost of over £1,300,000, the structure is 650 ft. long and 50 ft. wide. It carries a single line-railway track, a 24-ft.-wide roadway and a 6-ft.-wide path for pedestrians. Work began on the bridge at the beginning of 1958.

The employing authority for this distinctive feature of the Kent landscape is the Kent County Council. Consulting Engineers were Mott, Hay and Anderson, and sub-contractors were Dorman, Long (Bridge and Engineering) Ltd., for the steelwork, and Sir William Arrol and Co., Ltd., for the supply and installation of machinery.

Below—

FROM THE AIR: Built at a cost of approximately £1,380,000, the new structure is 650 ft. long and 50 ft. wide. It carries a single-line railway, a 24-ft.-wide roadway, and a 6-ft.-wide path for pedestrians.

THE NEW KINGSFERRY BRIDGE: The most prominent features are the reinforced concrete towers, which rise to 130 ft. above the marshland. Providing the sole road and rail link between the Isle of Sheppey and the Kent mainland, the bridge was opened last week. Alongside is the old bridge.

THE FIRST LIFTING BRIDGE CONSTRUCTED IN BRITAIN SINCE THE WAR: Between the twin, reinforced concrete towers, the 465-ton lifting span rises to give 95-ft. clear headroom above the high-water mark. It is operated by electric motors and travels the vertical distance in 1¼ minutes.

Problems of the Woollen Industry

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

IT must have been with surprise and some concern that many Yorkshire weaving firms learned that a plant producing wool fabrics entirely on knitting machines had recently come into operation in Bradford itself. With the vogue for jersey materials, knitting plants have been spreading for some years from Leicester and Scotland into Lancashire but, until this first one appeared in the very heart of the worsted business, Yorkshire had no plants based exclusively on this technique. For some weavers this recent widening of the market for knitted fabrics beyond the traditional range of knitted garments presents a substantial problem of competition, if not a threat. The two businesses are no longer as comfortably insulated, producing material for complementary but essentially different kinds of garment, as they used to be.

It would be dangerous for any mere man to suggest how fashions are initiated, or that woman's taste can on occasion be manipulated; but the fact remains that the rise in popularity of jersey materials has precisely suited the technical and economic advantages that this kind of production of wool fabrics now offers. "Double jersey" materials began to be offered in Switzerland several years ago, and for a time Britain relied largely upon imports from the Continent for them; but in the last few years they have been produced on an increasing scale, and over a much wider range of prices, in Britain. During these years they have been perhaps the most rapidly expanding element in the production of wool fabrics in this country—though still relatively small in total volume when compared with the massive production of woollen and worsted cloths from Yorkshire.

Once the technique had been wholly mastered of producing stable and firm materials on the knitting machine able to be cut and made up into garments with no tendency to bag and lose their shape than used to be associated with knitted dresses, the economic advantages of knitting began to count. The circular knitting machine is compact and highly productive; it has low labour costs and for a given output fairly low capital costs. One can house a fair-sized knitting plant in a floor space of about 2,500 sq. ft.; the "package" of yarn that one feeds to the machine is large, and jersey material needs no dry or wet finishing processes. There are, no doubt, inherent limitations to the range of applications for which these materials are suited; even so, it is hard for the ordinary woollen or worsted mill to compete with their rate and cost of production. It has been reckoned that a third of all the worsted yarn spun in Britain goes into machine-knitted garments (and another sixth into hand-knitted ones).

If these knitted materials represent another method of converting Yorkshire's traditional raw material into apparel fabrics, many of its looms have now gone over to converting other textile fibres by the traditional methods. A very large proportion of mills are now including nylon, Orlon, and other synthetic fibres in mixtures with wool; some mills are producing 100 per cent. synthetic fabrics, of late particularly from Orlon. Rayon had been used in such mixtures for many years largely as a matter of holding down costs of fabric when wool prices were swinging high. The newer man-made fibres are not cheap (though their prices are stable), but they offer some advantages in wearing qualities and in reducing shrinkage.

MAKING WOOLLEN GARMENTS: *Left*—**In the Pringle of Scotland factory at Hawick, the garments are machined, having been previously marked with guide lines.** *Right*—**In the seaming and binding department of the factory, the various pieces of the garments are joined together. The processes in the department are done entirely by women.**

The Yorkshire wool textile industry, therefore, is by no means insulated from the technical competition that other traditional textile industries are encountering. It is rather better protected from cheap imports than Lancashire, partly by a moderate tariff but perhaps mainly by the huge variety of kinds and grades of cloth that it produces—though Italy, a most formidable competitor on the export market, has in recent years been selling a lot of made-up garments in Britain. It remains dependent upon one imported raw material still subject to pretty wide fluctuations in price; it has had one quite severe recession since the war, in 1951-52, and some fairly dull trading years since. Nevertheless, this oldest of Britain's major industries remains a strongly-based and relatively prosperous one, particularly in comparison with cotton; and to-day—for most though not all parts of the industry—Yorkshire is enjoying a boom. A number of companies in worsted spinning have been reporting order-books longer than at any time since the boom before 1951-52.

MODERN EQUIPMENT AT A YORKSHIRE MILL: A high-powered blower is used to clean 5-in. ring spinning frames at the Batley Mill of Joseph Newsome and Sons Ltd. The machine can be cleaned while it is still in operation and individual yarn breakages repaired without stopping. Recently the mill ordered sixteen new Sulzer weaving machines, capable of weaving in four colours and of doing the work of eighty of the present looms.

Last year Britain consumed more raw wool than in any year since 1950; its deliveries of worsted yarn were higher than in that previous boom though the deliveries of woollen and worsted cloth were lower. Its exports of wool tops—the combed longer wool fibres for worsted spinning—were higher than ever before, and its exports of yarn and cloth, if not back to the very high levels of the earlier post-war years, were markedly up on 1958. Britain's biggest customers for wool goods are the United States, Canada and West Germany—though American trade in the past few years has been hampered by trade barriers to protect the American industry. About 30 per cent. of the production of woollen fabrics and 20 per cent. of the output of worsteds were exported in 1959; the industry's exports of cloth were valued at about £65,000,000.

With this very substantial dependence on export (a problem Lancashire is no longer lucky enough to be concerned with) Yorkshire's representatives are fairly constantly concerned with the ramifications of international trading rules. This year, for example, they have been arguing the case for freer imports into the United States before tariff hearings in Washington. They have also been entering some strong reservations about the "certificates of origin" procedure that will begin when the European Free Trade Association arrangements linking Britain with the Scandinavian countries, Austria and Switzerland come into force.

The difficulty for Yorkshire is a simple one. Some of the other countries in the "Outer Seven" have lower tariffs on wool goods than Britain has; but the E.F.T.A. arrangements envisage a steady lowering of our tariffs towards imports from these countries. The danger the wool industry sees is that in some years' time, while direct imports of wool goods from, say, Italy would still have a fairly high British tariff to surmount, Italian wool goods imported over a lower tariff into Denmark might then be resold, perhaps free of duty, by Denmark to Britain.

This is one side of the split in European trading arrangements that promises difficulties for Yorkshire; the other, and perhaps the more important, is the danger that Britain will have to face higher duties on its exports to some countries in the Common Market, while countries such as Italy and France have their tariffs inside Europe reduced. The first difficulty may be met to some extent by rules that a considerable degree of processing must have been done in E.F.T.A. countries for goods to be allowed the reduced duties under the treaty—though Yorkshire thinks the Government agreed to too many concessions. The second difficulty is one that all British industry has to face, unless some last-minute solution is found to the trading division of Europe.

ANOTHER DECK FOR A NEW YORK BRIDGE

Work in adding to the carrying capacity of the famous George Washington Bridge in New York, across the Hudson connecting Manhattan and New Jersey, is being carried out by the Bethlehem Steel Company for the Port Authority of New York. *Right*—The first structural steel section for the New York side of the portion over the river of the new lower deck is raised into position. The two pictures below show the new section being hoisted into place from a barge anchored in the Hudson next to the New York Tower. The section was lifted 200 ft. in the air by powerful winches. Designed to permit six lanes of traffic to be carried, the steel section weighs 182 tons and is 108 ft. wide, 98 ft. long and 30 ft. deep.

RESCUE TARGET-TOWING LAUNCHES FOR THE R.A.F.

Two 68-ft. rescue boats, built by Saro (Anglesey) Limited for the Ministry of Aviation, are now in service with the Royal Air Force Marine Craft Unit based at Holyhead. One of them is seen engaged on a typical air/sea rescue exercise with a helicopter from the Royal Air Force Station, Valley, Anglesea. *Left*—The vessel cuts through the water with an impressive bow wave. The two rescue launches carry a large amount of equipment to fulfil their double function of search and rescue craft and target-towing duties. The hull construction is entirely of timber. Two 1,450-h.p. Rolls-Royce Sea Griffon engines are housed in the main engine compartment, which also contains auxiliary generator and pumping units. A separate tank compartment houses five all-welded aluminium alloy fuel tanks. For rescue duties crash equipment is carried, including rescue nets, overside crash platforms and ladders, davits and inflatable dinghies. In an emergency the launches are capable of carrying over 120 people, in addition to the crew of 12. They have maximum speed in excess of 35 knots.

A MODERN TRANSIT SHED

The largest and most modern single-span transit shed in Europe was opened recently at the Royal Victoria Dock of the Port of London Authority. *Left*—The 140,000-sq.-ft. shed at No. 4 berth has been leased by the P.L.A. to the United States Lines. It was designed and constructed under the direction of Mr. G. A. Wilson, chief engineer of the P.L.A. Contractors for the superstructure were Tubewrights Limited, a subsidiary of Stewarts and Lloyds. *Below*—A feature of the transit shed is the clear span of the roof trusses of 200 ft. between the supporting columns. The use of welded steel in the roof framework, which contains a large proportion of tubes, facilitated erection, leading to a considerable saving in weight. The cost of the shed was about £600,000, excluding cranes and the other necessary dockside equipment.

ELECTRIC LOCOMOTIVES FOR THE MIDLAND REGION

The overhead view shows an A.E.I. a.c. electric locomotive for British Railways under construction at the Gorton (Manchester) works of Beyer, Peacock Limited. In the centre of the locomotive is the main transformer in its tank, with the smoothing choke in front of it. Associated Electrical Industries Limited are supplying thirty-five a.c. engines for the London Midland Region's 25-kV. electrification scheme. The one in the picture is the first of ten designed at the A.E.I. Manchester works. The other twenty-five, of which two have already been delivered, were designed at the A.E.I. Rugby works and are being constructed at Smethwick.

On right—

The new Morris 1½-ton Series IV truck replaces the Morris Commercial LC.5 30-cwt. vehicle, which first went into production in 1937 and continued for twenty-three years, although modified from time to time. Perhaps the most arresting feature of the new vehicle is the design of the cab, which it shares with the 2-, 3- and 4-ton models. Besides the large curved windscreen, there are glass panels in the lower front corners, to give improved visibility, particularly during manœuvring and in fog. The chassis of the vehicle and several mechanical components are also of new design.

THE RECENTLY-ANNOUNCED MORRIS 1½-TON TRUCK

BLOOD-SHED IN KOREA

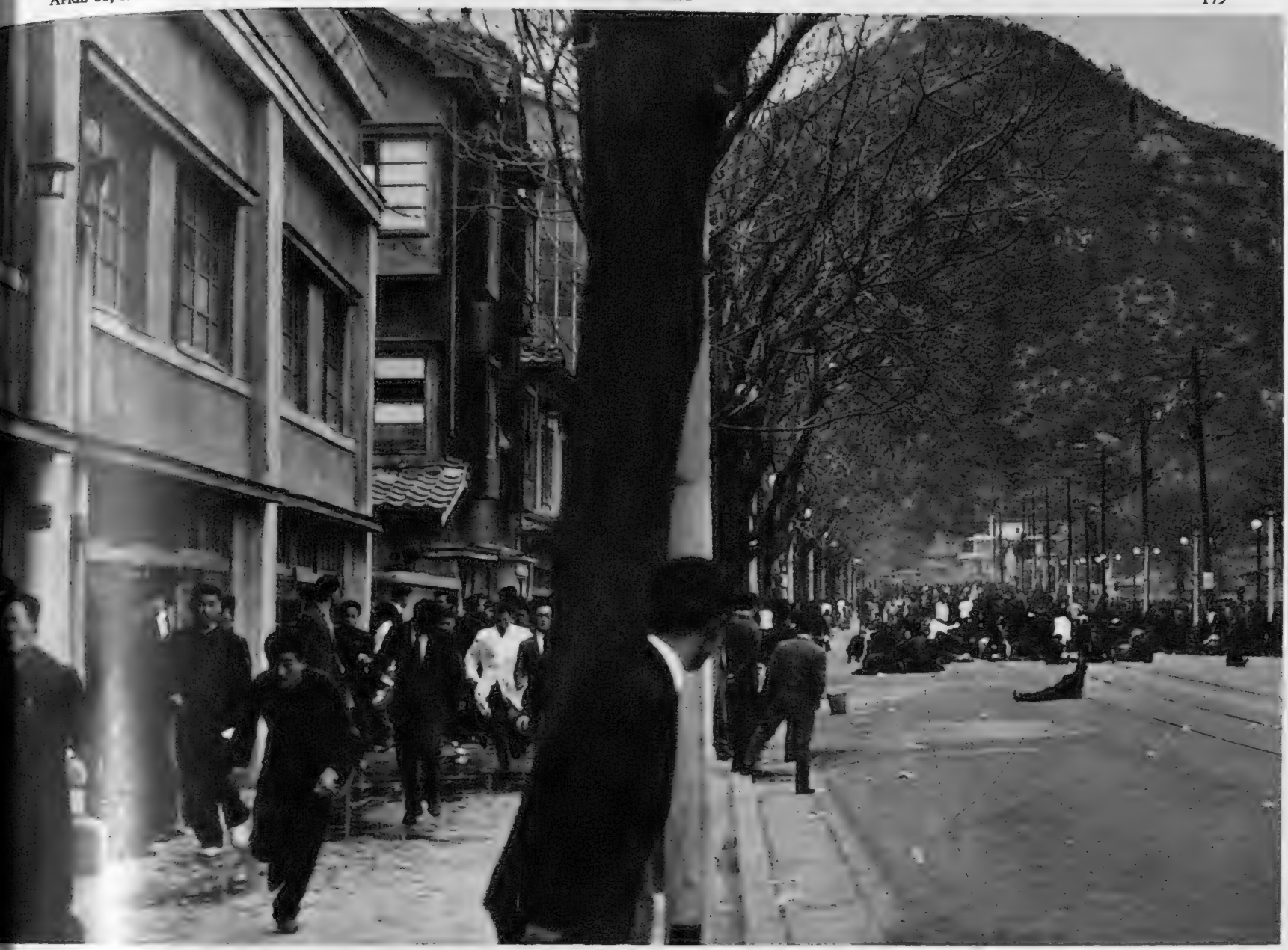
The Presidential and Vice-Presidential elections on March ... were the immediate cause of ... riots in Korea which broke ... three weeks ago and contin... with increasing fury until ... Easter. At the elections, ... eighty-five-year-old Dr. Syng... Rhee was returned for his fo... term as President. The outg... Vice-President, Dr. Chang M... leader of the Democratic (Opp... tion) Party, was defeated by ... opponent, Mr. Lee Ki Poong, ... nominee of Dr. Rhee's Lib... Party. Before the polling bo... closed, furious accusations ... being made by the Democrats ... cerning the manner in which ... was conducted. The main ce... of violence in the riots were ... towns in which martial law ... proclaimed. The Army was c... in to assist the police in suppre... the rioters, and before order ... restored, 140 people were stat... have been killed and 770 injur...

In the belief they had "fail... assisting the chief executive ... serving the people adequately," ... twelve members of the Cabine... mitted their resignations to ... Rhee. Washington broke wit... policy of non-intervention in S... Korean affairs and accused ... South Korean Governmen... "repressive measures unsuited ... free democracy." Early this ... the situation in Seoul was obs... Dr. Rhee announced his retire... from party politics. But, it see... he intended to retain his exec... powers as President. At the ... time he promised reforms "as ... as possible."

IN THE STREETS OF MASAN: Students parade through the port on the south-west coast of South Korea. Riots started in Masan on April 11 and violence spread throughout the country, reaching its climax over Easter. Martial law was proclaimed in five cities and troops called in to suppress the agitations.

THE ARMY TAKES OVER: Tanks and military vehicles arriving in Seoul are watched by infantry. It was officially announced that the total casualty roll from the South Korean riots was 140 dead, 1 missing and 770 injured.

THROUGH A BARRICADE: Rioters clamber through barbed wire in Seoul. The cause of the riots ... popular rage concerning the manner in which the Presidential and Vice-Presidential elections ... been conducted last month. It was alleged there had been serious irregularities at the ...



UNDER FIRE IN THE SOUTH KOREAN CAPITAL: Some demonstrators in a vast crowd lie or squat on the ground to avoid bullets from police and troops. After the riots had been suppressed, all twelve members of the South Korean Cabinet submitted their resignations to President Syngman Rhee, the central figure in the controversy over the elections. An emergency session of the National Assembly was summoned. There was uproar at the meeting and members came to blows. On the next day it was understood Dr. Rhee would give up the executive powers he had held and be only a figurehead President. Later these reports were denied.

EAPONS IN USE: Troops and police prepare to fire in the South Korean capital. In Seoul, Pusan, Taegu, Kwangju, and Taejon, censorship was imposed to prevent foreign correspondents sending " harmful " reports.

RE ENGINE ABLAZE: The vehicle has been set on fire in Seoul. Damage as a result of the riots throughout South Korea was estimated to total £5,000,000. In the capital a five-storey building was burned down.

HALTING THE RIOTERS: Students meet a barrage of tear-gas and water from fire-hoses in Seoul. From Washington it was reported that Mr. Herter had told the South Korean Ambassador that the United States Government was deeply concerned over the conduct of the elections and the ensuing bloodshed.

The World of Books

BONAPARTE IN TWILIGHT

A New View of Napoleon's Exile on St. Helena; Powys and Pound; Cooking and Kerry; Humour, High Politics and Spying; Recently-published Novels

ANY serious book about Napoleon automatically seems to take precedence over all the other biographies in a week's reading, and Mr. Ralph Korngold's THE LAST DAYS OF NAPOLEON (Gollancz. 25s.) is not only serious but has claim to a certain originality. Mr. Korngold takes the view that in the tragedy of St. Helena the figure of the Governor, Sir Hudson Lowe, hostile, dithering and deeply inadequate, though called by some historians the other martyr of the island, was, in fact, that of a man suffering from a sizeable mental disturbance. In support of this the author adduces the opinion of a distinguished neurologist and psychiatrist that " Sir Hudson suffered from a neurotic personality disturbance of the obsessive-compulsive variety," adding, more comprehensibly: " his own indecisiveness was twisted into fears of what others might be up to." The result, as history has told us, was a maddening succession of pinpricks and ignominious restrictions, absurd in their number and a totally unnecessary addition to the burdens which Napoleon had to bear. Mr. Korngold is the first writer to have used the Bertrand diaries in full and by so doing has given a rounded picture of the final phase of that meteoric career whose effects on Europe will be felt as long as civilised life survives there.

Mr. H. Coombes has made a study of one of the most remarkable members of that exceptional family, the Powyses, and has written principally about the work through which this man's character can be understood. Mr. Coombes sees T. F. POWYS (Barrie and Rockliff. 18s.) as one of the few truly great writers of the first half of our century and, quoting copiously from his novels and fables, he has attempted, with considerable success, to show this brother of Llewellyn and John Cooper Powys as a giant in his own right. Scholarly, perceptive and, above all, an admirable introduction to these odd but powerful books.

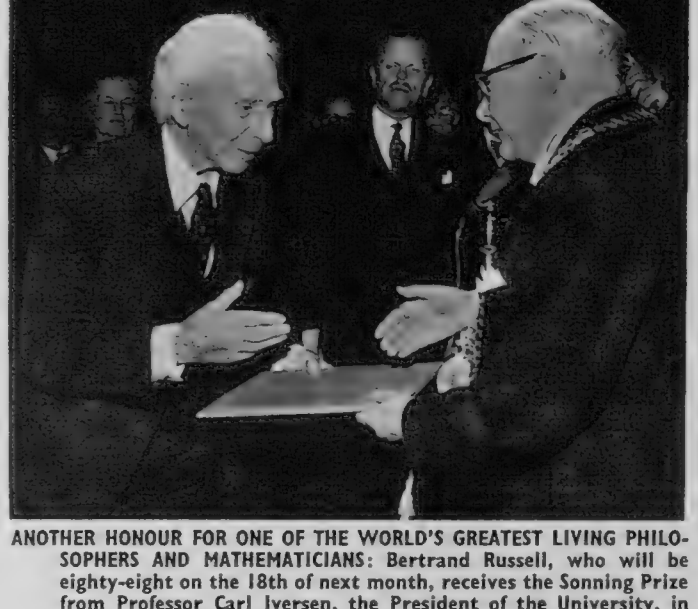
PAVANNES AND DIVAGATIONS (Peter Owen. 25s.) is a collection of some of Mr. Ezra Pound's verse, prose and translations, presenting him as the brilliant, mercurial, uneven and original writer that he is. " Indiscretions," a series of essays which introduces the volume, may be partly autobiographical, a circumstance which makes their reading all the livelier. The eight " Imaginary Letters," written for *The Little Review* about forty years ago, are, however, just as idiosyncratic and, in their way, revealing, and they contain some magnificently—and characteristically—independent observations. Here is Mr. Pound on the subject of art: " Art that sells on production is bad art, essentially. It is art that is made to demand. It suits the public. The taste of the public is bad. The taste of the public is always bad. It is bad because it is not an individual expression, but merely a mania for assent, a mania to be ' in on it.' "

From the intellectual to the immensely practical, with SOMETHING'S BURNING (Putnam. 21s.), announced as the autobiography of two cooks. This, in fact, is precisely what it is, with the slight reservation that these particular cooks are about the best-known culinary couple in Europe, Fanny and John Cradock. Beginning as the team which toured English restaurants looking for passable food and drink, they have now become epicure chefs, *gourmet*, *gourmand* and *fine bec* ! Mrs. Cradock's book should appeal, broadly speaking, to everyone who prefers eating good food to bad, and it is—I have witnesses to this—un-putdownable. I even read part of it in a car, an exercise which I don't normally recommend.

The secret of this magnetic attraction, I have reflected since, lies as much in the vitality and zest with which the book has been written as with its fabulous recipes, its funny interludes or its notes and tips on where wonderful meals are to be found. Mrs. Cradock, and demonstrably her husband, too, must have tremendous energy to get through the programmes which they set themselves: cooking, writing, entertaining, speaking, acting, doing TV shows, travelling and cooking again. It is lucky for them that their constitutions stand up to the pace, but what is lucky for us is that they seem to enjoy it all so much and are able to communicate that enjoyment. I recommend their book enthusiastically with only one adverse criticism. Surely in the Cradock kitchens nothing ever burns ?

IN KERRY LONG AGO (Batsford. 16s.), Mr. John O'Donoghue continues the story of his Irish boyhood in a county which, forty years ago, was scarcely touched by the Industrial Revolution, but where people pursued their quiet lives according to the pattern of their fathers, and their fathers' fathers before them. Mr. O'Donoghue draws on his excellent memory for some of the most evocative scenes, but he is a born writer as well as a reminiscer, and his descriptions are apt to be as vivid as they are poetic or witty. This is a rare book, and one to be savoured slowly.

If you want to know all there is to be known about the Beatniks, then you should read Mr. Laurence Lipton's work, THE HOLY BARBARIANS (W. H. Allen. 30s.), a hefty volume which purports to be the first complete story of the beat generation. First of all, it is heartening to know that what can lightly be called these non-conformists live their lives in America and not here. They are not, repeat not, to be confused with the Chelsea set, no matter how bedraggled the latter. Mr. Lipton began his researches in California, in a down-at-heel community, a kind of slum by the sea, which was once the site of a funfair and a holiday resort, but which is now a conglomeration of derelict old hotels and rotting houses. There the beatniks apparently proliferate and there went the author to examine and record them as objectively as possible. His findings are startling, depressing, even ominous but candidly presented, in spite of some Americanisms which ring a little awkwardly to English ears. " A seasoned disaffiliate can pick a potential beat chick out of a bevy of squarejanes as expertly as a veteran trainer picks racers out of a stable of fillies," and such. All very informative.



ANOTHER HONOUR FOR ONE OF THE WORLD'S GREATEST LIVING PHILOSOPHERS AND MATHEMATICIANS: Bertrand Russell, who will be eighty-eight on the 18th of next month, receives the Sonning Prize from Professor Carl Iversen, the President of the University, in Copenhagen. The prize, left by the late Carl Sonning, consists of a money award worth £5,000 and is presented to " a person who has made outstanding achievements for the benefit of European civilisation."

Mr. Art Buchwald, American reporter and funny has a new collection of pieces, DON'T FORGE WRITE (Gollancz. 13s. 6d.). Most of these are pieces, since Mr. Buchwald, who is mainly based on gets about the rest of France quite briskly and ever as far afield as Spain: " As my jazz musician f might put it, I did the Seville-ville bit." He uphol reputation (a deserved one) for wit, but I think tha is so delicate and even ephemeral a thing—try tell Frenchman a Scots joke if you don't believe me—I prefer to resist quoting. I will just suggest that you the little book for yourself, preferably beginning page 121.

THE PRIVATE PAPERS OF HORE-BEL (Collins. 30s.) have been edited and commented good taste and vigour by Mr. R. J. Minney, who left the statesman's own diaries and letters to speak themselves about that part of his life which is o greatest, and certainly the most historic, interest t public. In addition, Mr. Minney has deftly ske in the background of Lord Hore-Belisha's youth happy personal relationships and home, and added an epilogue to tell of his last years afte sudden and dramatic loss of office, and his expected death. As a whole, this is an amaz interesting volume and it tells a story, mostly i man's own words, of a political cabal as powerfu ruthless as anything in seventeenth-century day

Mathilde-Lily Carré has been called the remarkable woman spy since Mata Hari, and, in she has already been the subject of a lively and documented biography. Now she has written own story, I WAS THE CAT (Souvenir Press. rather belatedly and from a position of philos and religious detachment. The greatest dram her story, at this remove in time, was that she wa mistress of the German secret agent, Bleicher, that it was he who finally handed her over to form of justice. There is also the imputation she was a spy for the Allied Forces, and her s indeed, is a fascinating one, all questions of loy barred.

THE AFFAIR (Macmillan. 18s.) is Sir C Snow's new novel in his monumental series. the story of the dismissal from a Cambridge co of a young scientist who has been judged by authorities to have been guilty of a faked experi There is a slight analogy between this and the Dr Affair, hence the title. The interest lies in the immen detailed knowledge which the writer is able to use i subtle, obliquely humorous and highly cerebral novel al the blinkered malice which can activate a group of clever men.

Miss Edith Pargeter's novel, although it is concer with the first decade of the thirteenth century, fol easily after C. P. Snow's, since it, too, is dedicated t exposition of thought rather than of action. There action, of course, in this highly organised novel, bu main mood is one of historical evocation, and this Pargeter has handled brilliantly with her reconstructi the reign of King John and her extraordinary abili

ELIZABETHAN SLAVE TRADING

The Fateful Third Voyage of John Hawki

The sea may not hold for long the wake of passing ships, but by some curious good fortune the story of John Hawkins' third slaving voyage, a voyage significant in our affairs as a maritime nation, has been preserved with a wealth of detail and well-founded fact. Rayner Unwin, believing that the raw material of history is the experience of the individual, the interwoven pattern of human action, presents the circumstances of this fateful voyage in THE DEFEAT OF JOHN HAWKINS (George Allen and Unwin. 25s.). When Hawkins sailed for the third time in 1567 after two extremely successful slaving adventures, the rivalry with Spain was beginning to become acute, and he went, in fact, though not technically, on a national venture. Again he kidnapped Negroes, and forced his black ivory on the Spanish colonists of the New World, but this time at San Juan de Ulua, Hawkins had the misfortune to fall in with a strong Spanish force. Only two vessels in his fleet escaped, his own, the *Minion*, and the *Judith*, a small craft captained by his cousin Francis Drake.

Over the years the survivors of the disaster at San Juan struggled home to England, each bearing a tale of captivity or harsh endurance. Many had suffered under the Inquisition, and one group of men even claimed to have walked the length of North America before finding a ship at Cape Breton to take them home. It has been Mr. Unwin's purpose to bind the numerous fragmentary accounts of this enterprise into a unified narrative; and how marvellously he has succeeded. We see in particular the transformation of Hawkins himself from the experienced but youthful seaman of thirty-five, the imaginative and resourceful merchant adventurer, to the national figure he was to become at the height of the Elizabethan age. One thing we have to bear in mind throughout this tale; Hawkins' morality was that of his own time, whether in England or elsewhere. His genius shines above his failings, however, and its fine flowe certainly stems from his bitter experiences at San J

Hugh Seton-Watson, Professor of Russian His in the University of London, has taken the broade canvases in his latest political treatise, NEITHER W NOR PEACE (Methuen. 36s.). His theme is the stru for power in the post-war world, his lament is politicians everywhere and the luckless folk they go and his plea is that all original thought and all s taneous initiative shall not be treated as undesi nonconformity. Professor Seton-Watson handles theme with skill, which comes not only from his intellectual experience in three universities—Ox London and Columbia—but also from his own tr

Another contemporary political testament of interest, and lacking nothing because it first appe in his native France in 1957, is Vercors' FOR TIME BEING (Hutchinson. 25s.). This is a colla of letters, addresses, articles, s[u]mmaries, and note meetings and congresses by a French leftist who the time being " has abdicated to the private li poet and engraver after twelve years or more a *potiche d'honneur* (big pot) in the best fellow-trave circles. Vercors has forsaken little of his revolutio fervour, and none of his humanitarian instincts writes under the impulse of the sense of shame a

OUR NANCY

Most people who have at some time in their lives been in the public eye, fall nowadays a prey to the biographers, if they do not prefer to do the job for themselves. There are manifest advantages in "surrendering" while still alive. You can read what they say and can be pretty sure of sympathetic handling. *De vivis, nil nisi bonum.* Lady Astor, at the age of eighty, has gracefully surrendered. I remember, as if it were yesterday, her entry in English social and political life. Less familiar then with American rockets, the pundits and the nation handled her with doubt, and now she is a British institution, "the kindest heart in Britain," "our Nancy." I never doubted her heart or her courage, but admit that she was "Shymaking" with the shy and unimportant.

As the title implies, in NANCY ASTOR (Faber. 21s.), Mr. Maurice Collis has not attempted a full-dress political biography. Lady Astor would never claim to deserve one. She was a political entertainer in more senses than one; but, working so hard and so heartily for many good causes, perhaps her adulatory biographer rather reduces her in stature with a plethora of flatteries, wisecracks, anecdotes, noble names and domestic splendours and testimonials. On the other hand, he is perhaps over solemn in marshalling his evidence to explode the Cliveden Set "scandal." Personally, I never met anybody who seriously scented "treachery" in the Cliveden Set, from the day when it became a finishing school for the "Kindergarten" to the days of Munich. On its pre-eminently "social" occasions, Cliveden splendidly entertained all sorts and conditions of men and women who nearly always guessed wrong, were easily fooled and saw a path to peace where no peace was; but if day-dreaming and guessing wrong amount to treachery, nine-tenths of our nation deserved to be hung, drawn and cut-down alive in the years between the wars.

Just as Lancashire supplied Derby's public monument, so Plymouth supplies Lady Astor's. Cliveden and the House of Commons were her recreation centres. But the seventh child of a ruined Virginian plantation-owner travelled a long and romantic road from Danville, Va., to Eaton Square, and her success story deserves to be written, and very racily and adroitly it has been done.

John Gore

(*Continued from previous page*)

convey the roughness and the immediacy of an age so distant from ours. Travelling nowadays in a degree of comfort unimaginable in A.D. 1200, the journeys of people at that time seem almost impossible, yet they did travel and very far and wide. The great cathedral of Notre Dame in Paris was being built at that time and the young hero of this colourful, splendidly evocative novel became a stone-carver for the glory of that building. Miss Pargeter has found a new strength of expression and a fresh power in THE HEAVEN TREE (Heinemann. 18s.).

Vernon Fane

from his country's inhumanity about the Algerian problem.

In THE LIVING HOUSE (Rupert Hart-Davis. 25s.), George Ordish has produced a book of extraordinary interest and imagination. Barton's End is a 400-year-old Kentish farmhouse, and the author has written its history in its widest possible function, that of an environment for every kind of life. Barton's End may have been built primarily for man, declares Mr. Ordish, but it has supported birds, mammals, beetles, microscopic larvæ, moths, and tape worms, all living together in precarious balance, some gradually exterminated by years of change, others triumphantly adapting themselves. The history of Barton's End shows us that even small changes in the environment can cause a species to decline, and man is not by any means exempt from this threat.

Emile Mâle's little book on early Christian and Mediæval Rome has been prized for some time by travellers in the Holy City, but hitherto it has been available only in a modest wartime edition with few illustrations. Now, translated by David Buxton, it blossoms forth in a truly magnificent edition with sixty-four pages of pictures from photographs specially taken to illustrate the text. THE EARLY CHURCHES OF ROME (Ernest Benn. 63s.) will give immense pleasure to the traveller, and is a work of scholarship that the layman can readily appreciate. Some of the more memorable passages in this book are to be found in the author's historical digressions, which go hand in hand with his erudite architectural researches.

THE CONNOISSEUR'S HANDBOOK OF ANTIQUE COLLECTING (The Connoisseur. 21s.) is a dictionary of furniture, silver, ceramics, glass, fine art, etc., edited by Helena Hayward and admirably illustrated with informative line drawings. This is a standard reference book which will be of much assistance to the enthusiast.

R. C. E.

"NOT ON THY SOLE—BUT ON THY SOUL, HARSH JEW—THOU MAK'ST THY KNIFE KEEN": In the court scene from *The Merchant of Venice*, the second production at the Shakespeare Memorial Theatre at Stratford-upon-Avon, Shylock, played by Peter O'Toole, sharpens his knife in preparation for obtaining his pound of flesh. After the disappointment of the first play of the season—*The Two Gentlemen of Verona*—Shakespeare's tale of merchant banking in Venice was greeted with almost unanimous enthusiasm. The critics especially praised the performance of the young actor, Peter O'Toole, as Shylock.

On right—

"AN UPRIGHT JUDGE, A LEARNED JUDGE": Portia (Dorothy Tutin), in her disguise as an advocate, addresses the court during her settlement of the bond. Shakespeare's comedy has been set by the director, Michael Langham, in the eighteenth century.

"THE MERCHANT OF VENICE"

Of all Shakespeare's comedies, *The Merchant of Venice* is perhaps the most familiar. Playgoers have become so accustomed to its twin stories of the Casket, whereby Portia is to get a husband, and the Bond, whereby Shylock is to get his ducats or his pound of flesh, that they find little difficulty in the fairy-tale plot. Nevertheless, the play does present a number of problems, especially in the reconciliation of the two stories. The Stratford-upon-Avon production, which opened recently as part of the plan to present six of Shakespeare's comedies tracing the deepening seriousness of the plays, is directed by Michael Langham in a charming eighteenth-century setting. The outstanding merit of the production perhaps lies in the performance of Shylock by Peter O'Toole and the mischievous and witty portrayal of Portia by Dorothy Tutin. The Jew is played not as a representative of his race but as an individual whose actions are detestable, yet who is passionately convinced of the righteousness of his cause.

On left—

THE RICH HEIRESS AND HER YOUNG VENETIAN: Portia (Dorothy Tutin) holds the hand of Bassanio, played by Denholm Elliott. The elegant costumes are by Desmond Heeley.

ECONOMIC MOTORING

The Annual Mobil Economy Rally; Vauxhall Velox with Overdrive; Renewed Acquaintance with the New Ford Anglia; and Other Matters of Motoring Interest

By "THE SPHERE" MOTORING CORRESPONDENT

IT is a puzzle to me why the Mobil Oil Company's annual Economy Rally in Britain arouses so little interest in the national newspapers. It 's a publicity stunt, obviously, but it also has the laudable object of demonstrating that cars carefully driven—and I don't mean driven slowly—can achieve remarkable fuel economy. The cars accepted for the Mobil Rally are perfectly standard models and the organisers go to a great deal of trouble to ensure scrupulous fairness all along the line. Tanks are drained before and after the 1,200-mile run and an official observer accompanies each rally crew to see fair play. In this year's event the class for cars under 1,000 c.c. was invested with a new interest by reason of the arrival on the British motoring scene since the last Economy Rally of low-consumption British models like the new Ford Anglia, the B.M.C. 850-c.c. babies and the Triumph Herald.

Not surprisingly, the front-wheel-drive B.M.C. models carried off the chief honours in this class. An Austin Seven driven by Mr. T. T. Wolfendale, of Worsley, Lancs, won first prize with an average of 57·15 m.p.g. Next came a Morris Mini-Minor with a petrol mileage figure of 54·86 to the gallon, followed by another Mini-Minor (54·74), two Ford Anglias (48·68 and 44·15 respectively) and a Triumph Herald (43·46 m.p.g.). Even more impressive, I think, was the performance of the Fords, Austins and Jaguars in the big car class for models of 2,500 c.c. and over. This class was again won by Mr. George Kendrick, of Warsash, Hants, in a Ford Zephyr, which did 32·47 m.p.g. An Austin A.99 came second with 32·27 followed by another Zephyr (30·18) and a 3·4 Jaguar (30·18).

The overall rally winner came from one of the intermediate classes: a 1,670-c.c. Standard Ensign driven by Mr. Elwyn Jones, of West Wickham, Kent, and his seventeen-year-old son. Mr. Kendrick says the secret of economy motoring is intelligent driving and careful car preparation. On driving tactics he told me: "Every time you use your brakes or accelerator harshly, you waste petrol. Change up through the gears as soon as possible after starting. Reach the desired cruising speed without excessive acceleration and maintain that cruising speed without variation." He also gave this tip: "Garage your car as soon as you get home. Don't park in the drive and garage it later. Unnecessary cold starts are entirely wasteful."

Since I wrote my last article for *The Sphere* I have had a chance of trying out a Vauxhall Velox fitted with the Laycock de Normanville overdrive device now offered by the Luton firm as a factory-installed optional extra (£63 15s., including tax) on their 6-cylinder models. It works very well indeed, and gives an added silkiness to an already delightfully smooth-running car. The overdrive works on the two top ratios of the three-speed, all-synchromesh box and in effect turns the car into a five-speed model. It was a long time since I last drove a 6-cylinder Vauxhall and I was glad to be reminded of the comfort and easy performance of the best-looking Vauxhall produced by the Luton firm since General Motors took it over.

I have also recently renewed acquaintance with the new Ford Anglia. I drove one up M1 to Cheshire and back. What an excellent little car this is. No wonder there are so many motorists waiting to take delivery. No wonder Sir Patrick Hennessy is talking about the need to step up production from close on 1,000 a day to 2,000 a day. The new Anglia, with its overhead valve engine and four-speed gear-box, costs £589 in standard form, or £610 in the de luxe version.

To the Standard-Triumph organisation has fallen the distinction of being the first car firm to start building operations in connection with its Merseyside expansion plans. Mr. Alick Dick recently inaugurated his firm's £11,000,000 development scheme at Speke by giving the go-ahead for an extension of the press shop facilities which already makes the front-end section of the Triumph Herald. During the summer, work will start on a new press shop of 360,000 sq. ft. on a 104-acre site adjoining the existing plant. Standard-Triumph are currently building cars at the rate of nearly 175,000 a year compared with 80,000 in 1958 (when they were also making tractors) and an estimated output of 300,000 a year by 1963.

German and Norwegian shipowners have ordered a new British system of car stowage, known as "Carflow" decks, which makes it possible for a vessel to carry up to 25 per cent. more export cars than has yet been achieved by any other idea. "Carflow" is an invention of Fisher and Ludlow, the body-building subsidiary of the British Motor Corporation. It enables a 13,000-ton ship, for example, to carry 1,000 cars instead of 800. Originally, cars were exported in crates, stacked one on another in the hold. As the ships pitched in heavy seas the crates ground together and cars were often badly damaged. Then someone thought up the idea of creating "false" decks by using tubular steel scaffolding with timber stretched across it. It was a step forward, but the system was rather cumbersome and it took five to eight days to dismantle these temporary decks to make room for other cargo after the cars had been unloaded. The Fisher and Ludlow "Carflow" system uses decks of open steel grating hanging one below the other in the hold 6 ft. apart, suspended by chains or hawsers. There may be three or four of these auxiliary decks, depending on the depth of the hold.

The Rootes Group staged a fascinating exhibition at Devonshire House, their headquarters in London's Piccadilly, to mark the 200th anniversary of Thrupp and Maberly, of Cricklewood, the coachbuilding firm which joined the Group in 1925. Joseph Thrupp founded his business in George Street, near London's Portman Square, just after George III had become King. It later merged with the thriving business of George Maberly and held a leading position in the elegant era of the gig, phaeton, state landaus and crack mail coaches.

When the horseless carriage came to shatter the quiet of Britain's roads, Thrupp and Maberly were not slow in adapting their craftsmanship to meet the needs of the Automobile Age. The firm's high traditions live on and to-day are reflected in the bodywork of some of the Rootes family's most-admired models. The Devonshire House Exhibition traced the development of the coachbuilding industry through two centuries. Its centre-piece was the 900-h.p. Napier-engined *Golden Arrow* in which the late Sir Henry Segrave reached 23·136 m.p.h. on Daytona Beach, Florida, in 1929, to set up a new world land speed record. The car's bodywork was streamlined by Thrupp and Maberly.

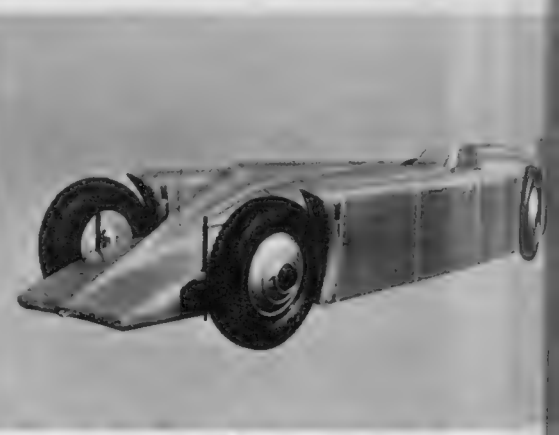
Sir William Lyons is not ready yet to return to sports-car racing, but in the 24-Hour Race at Le Mans in June there will be a new Jaguar he has built for an American entrant—wealthy Mr. Briggs Cunningham, who heads a big Jaguar sales organisation in the U.S. This new Jaguar—the "E"-type—was given its first outing recently in an official practice session at Le Mans, and it seems to have impressed everybody by both its looks and the way it motored.

They say it was at least 10 m.p.h. faster down the Mulsanne Straight than the 12-cylinder Ferraris, though it must be admitted that the Italian cars are developing much more power. The new "Jag." is reported to have quite a lot of weight-saving aluminium in the make-up of its 3-litre, 6-cylinder engine, and the overall weight of the car is believed to be more than 100 lb. lighter than the old "D"-type. Its track is 2 ins. narrower and the wheelbase has been extended by 4 ins. The flexible cover extending from the controversially-tall windscreen (demanded by the new regulations) to the high tail gives the "Jag." the appearance of a coupé with an opening over the driver's head. Jaguars have won five times at Le Mans.

The BP organisation are offering this year an even better foreign touring service than the one available in 1959. It costs 10s. at any BP service station displaying the touring service symbol. Motorists are first issued with planning kits containing, *inter alia*, a 336-page touring guide to Europe (which alone is worth much more than 10s.), a spool-type navigating aid for fitting to the dash or screen, a planning map of Europe, a free life insurance policy, a twelve-language conversation guide and a book of coupons entitling motorists to collect en route kits in each of thirteen foreign countries. These en route kits contain a large-scale map of the country, a souvenir of a national character and a generous supply of national brochures giving information about places of interest, hotels, restaurants and much else besides.

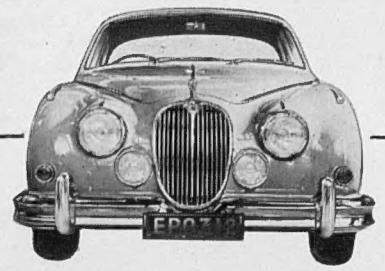
THE 200TH ANNIVERSARY OF THRUPP AND MABERLY: In the celebratory exhibition of the coachbuilders at the Rootes Group headquarters in London, one of the exhibits is a 10-h.p. sports version of the original Hillman Minx, with Thrupp and Maberly coachwork.

LORD MONTGOMERY'S STAFF CAR: Another of the Thrupp and Maberly exhibits is the Humber staff car which was used by Field-Marshal Montgomery during his travels in the North African and Sicily campaigns.



WORLD RECORD-BREAKER: Segrave's *Golden Arrow* has bodywork by the famous coachbuilding firm. The streamlined car reached a speed of 231·36 m.p.h. on March 11 1929, at Daytona Beach, in Florida.

BRITISH TEAM WINNERS IN THE EAST AFRICAN SAFARI CAR RALLY: The first British car home in Nairobi is a Ford Zephyr, driven by V. R. Preston and J. F. Harrison. It was one of the Ford Zephyr team from Dagenham which won the manufacturers' team award in the 3,200-mile-long rally. W. A. Fritschy and J. Ellis, in a Mercedes 219, were the outright winners.



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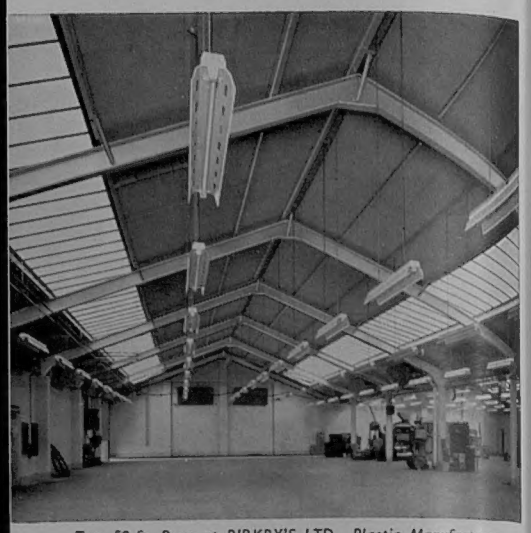

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